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LAND USE AND CIRCULATION ELEMENTS

CITY OF EL PASO DE ROBLES

GENERAL PLAN

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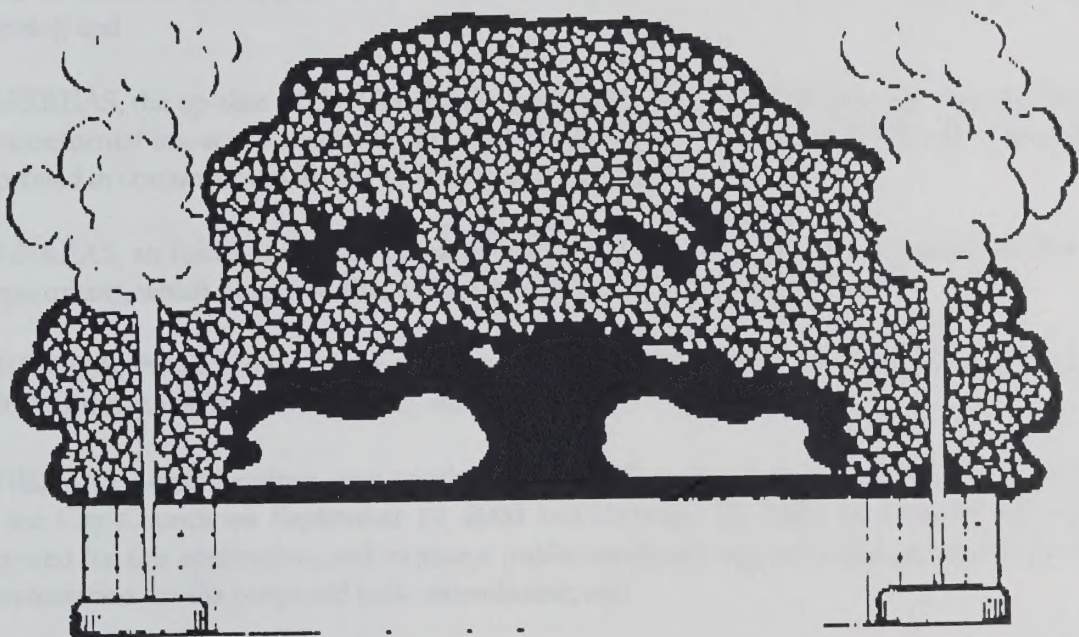
LAND USE ELEMENT - AUGUST, 1991

CIRCULATION ELEMENT
OCTOBER, 2000

LAND USE AND CIRCULATION ELEMENTS

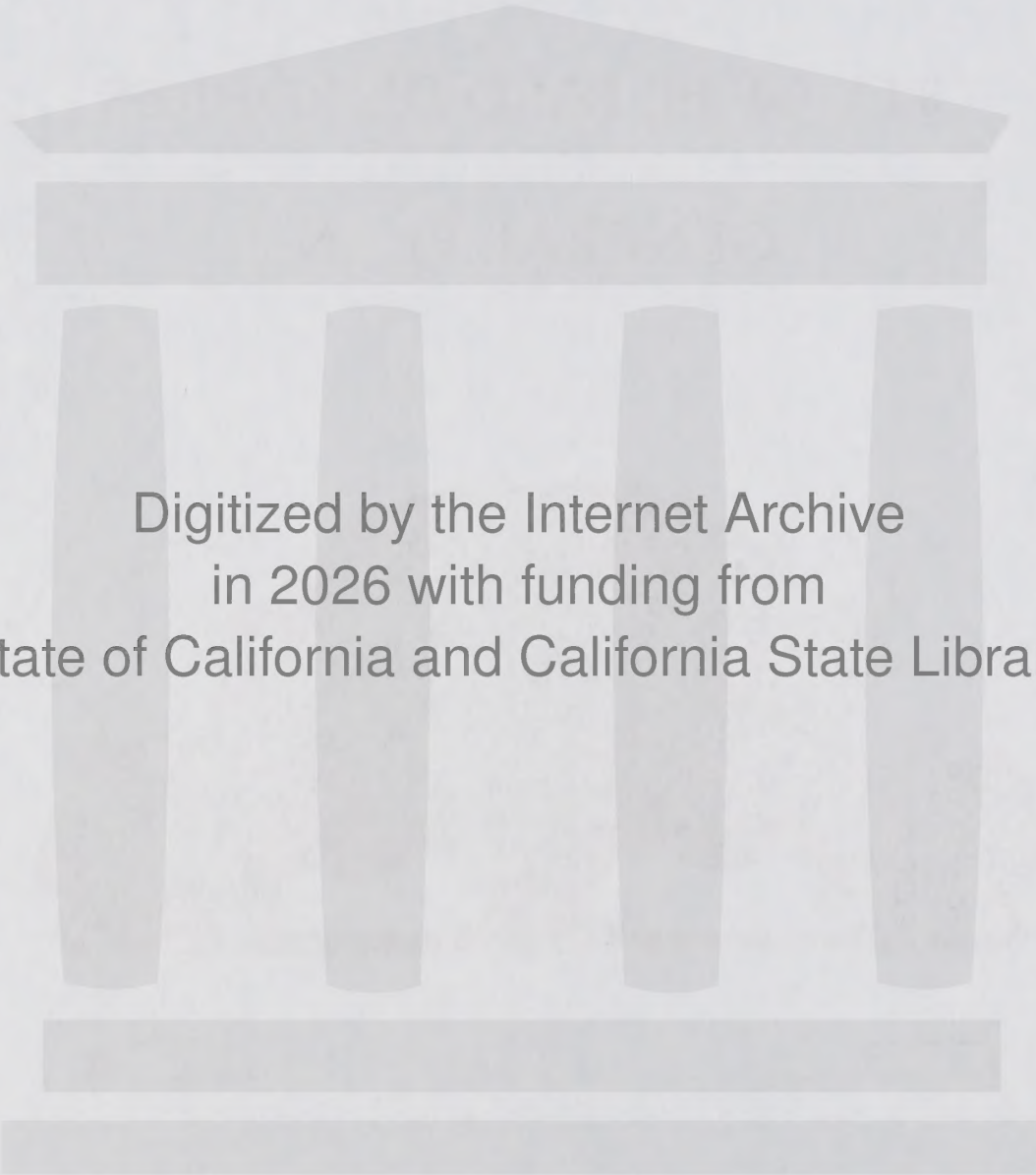
CITY OF EL PASO DE ROBLES

GENERAL PLAN



LAND USE ELEMENT - AUGUST, 1991

CIRCULATION ELEMENT
OCTOBER, 2000



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RESOLUTION NO. 00-222

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
APPROVING A MITIGATED NEGATIVE DECLARATION FOR
GENERAL PLAN AMENDMENT 3-00
(CITY-INITIATED; CIRCULATION ELEMENT UP-DATE)

WHEREAS, the City has initiated General Plan Amendment 3-00 to up-date the Circulation Element of the General Plan; and

WHEREAS, the up-date of the Circulation Element is intended to further refine the extent and timing of mitigation measures that need to be implemented to accommodate land use patterns that were established and approved in conjunction with the 1991 General Plan (and amendments thereto); and

WHEREAS, the up-date of the General Plan proposes no substantial changes from the land use and environmental impacts foreseen in the Environmental Impact Report (EIR) that was certified and approved in conjunction with the 1991 General Plan; and

WHEREAS, an Initial Study was prepared for this project (on file in the Community Development Department), which proposed that a Negative Declaration be approved; and

WHEREAS, Public Notice of the proposed Negative Declaration was given as required by Section 21092 of the Public Resources Code; and

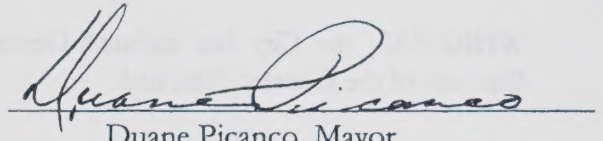
WHEREAS, public hearings were conducted by the Planning Commission on August 22, 2000 and by the City Council on September 19, 2000 and October 12, 2000, to consider the Initial Study prepared for this application, and to accept public testimony regarding this proposed environmental determination for the proposed code amendment; and

WHEREAS, based on the information contained in the Initial Study prepared for this General Plan Amendment, the proposed mitigation measures, the staff report, and testimony received as a result of the public notice, the City, using its own independent and objective judgment, finds that all potentially significant effects of the General Plan Amendment on the environment can and will be avoided or mitigated to a level of insignificance by imposing the mitigation measures and monitoring program identified in Section 19 of the Initial Study.

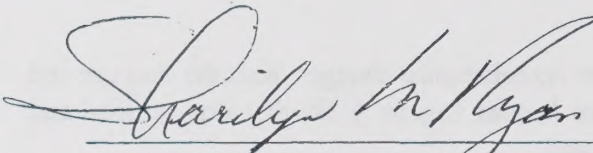
NOW, THEREFORE, BE IT RESOLVED, that based on the City's independent judgment, the City Council of the City of El Paso de Robles does hereby approve a Negative Declaration for General Plan Amendment 3-00 in accordance with the California Environmental Quality Act, including adoption of the mitigation measures contained in the Initial Study dated 14 August 2000.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 12th day of October 2000 by the following vote:

AYES: Baron, Macklin, Mecham, Swanson and Picanco
NOES: None
ABSENT: None
ABSTAIN: None


Duane Picanco, Mayor

ATTEST:


Sharilyn M. Ryan, Deputy City Clerk

RESOLUTION NO. 99-220

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES
APPROVING GENERAL PLAN AMENDMENT 4-99

WHEREAS, the following applications to amend the Land Use and Circulation Elements were filed as parts of General Plan Amendment 4-99:

1. Smith and Smith - HWY 46 East and Old Paso Robles Boulevard: An application filed by the Paul Smith and Ernest Smith Trusts to change the General Plan Land Use Category for a portion of an approximate 34 acre site located on the northeast corner of Highway 46 East and Old Paso Robles Boulevard, west of Airport Road. The existing General Plan Land Use Category for the site is Agriculture (AG). This part of the General Plan Amendment proposal is to amend the AG (Agriculture) land use designation to CS (Commercial Service) consistent with the remaining portion of the 34 acre site that is under the same ownership.
2. Jerry Handley - 3505 Spring Street: An application filed by Jerry Handley to change the General Plan Land Use Category for an approximate 34,000 square foot parcel located at 3505 Spring Street. The existing General Plan land use category for the eastern portion of the site (approximately 17,000 square feet) is Commercial Service (CS) and is proposed to be changed to Residential Multiple Family - Medium Density (RMF-M). The General Plan Amendment request includes proposed Land Use Element text revisions that would establish policy in support of creating residential densities consistent with an existing neighborhood pattern when converting commercial uses and when findings can be made that the project would result in greater community benefit.

WHEREAS, at its meeting of October 26, 1999 the Planning Commission took the following actions:

- a. Considered the facts and analysis, as presented in the staff report prepared for this amendment;
- b. Conducted public hearings to obtain public testimony on the parts of this amendment;
- c. Based on the information contained in the initial studies prepared for each parts, unanimously found that there was no substantial evidence that the parts of this amendment would have significant adverse effects on the environment and recommended that the City Council approve Negative Declarations for these components;

WHEREAS, at its meeting of November 16, 1999, the City Council took the following actions:

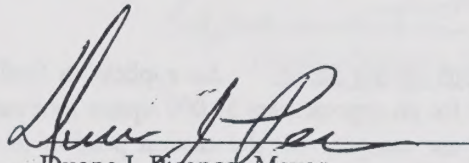
- a. Considered the facts and analysis, as presented in the staff report prepared for this amendment;
- b. Considered the recommendations of the Planning Commission;
- c. Conducted a public hearing to obtain public testimony on this amendment;
- d. Found that there was no substantial evidence that the parts of this amendment would have significant adverse effects on the environment and approved Negative Declarations for the parts of this amendment in accordance with the California Environmental Quality Act;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, California, to amend the Land Use Element's Land Use Map (Figure LU-1) as shown on the attached Exhibits "A" (Part 1), and "B" (Part 2).

NOW, THEREFORE, BE IT FURTHER RESOLVED, by the City Council of the City of El Paso de Robles, California, to amend the Land Use Element's Table LU-9 (Residential Multiple Family, Medium Density) Land Use Category Text as shown in Exhibit "C," to permit minor changes in permitted residential density when converting commercial uses and when findings can be made that such minor increases in density would result in a greater community benefit.

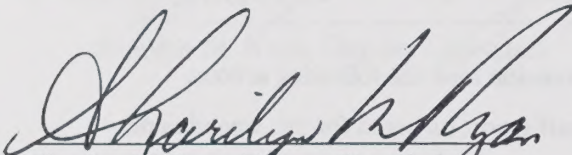
PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 16th day of November, 1999, by the following vote:

AYES:	Baron, Macklin, Mecham, Swanson and Picanco
NOES:	None
ABSTAIN:	None
ABSENT:	None



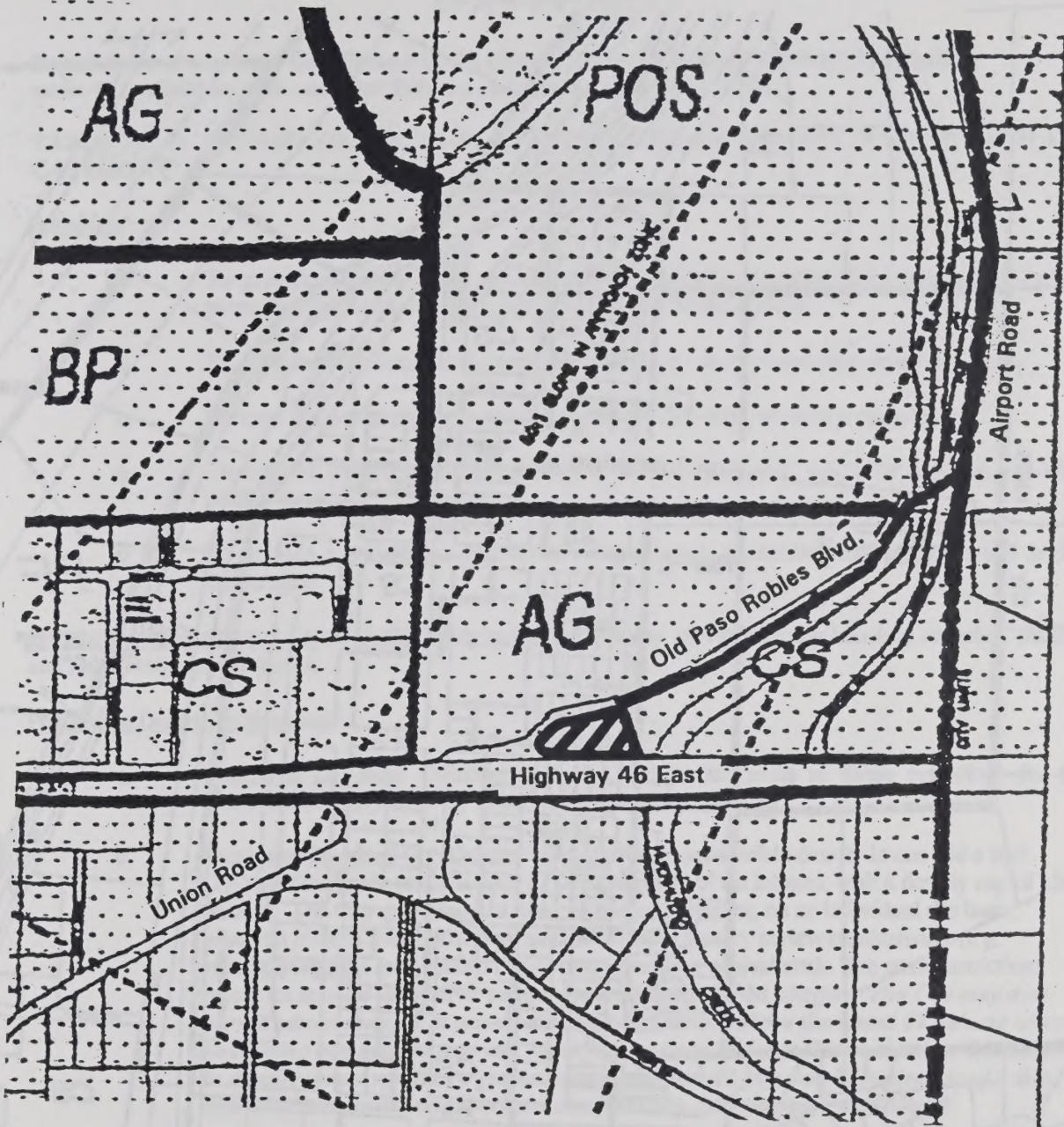
Duane J. Picanco, Mayor

ATTEST:



Sharilyn M. Ryan, Deputy City Clerk

EXHIBIT A



Change the Land Use Designation of a portion of a 34 acre parcel from AG (Agriculture) to CS (Commercial Service)

EXHIBIT B

Change the Land Use Designation of the eastern 17,000 square feet of 3505 Spring Street from CS (Commercial Service) to RMF-M (Residential Multiple Family – Medium Density)

EXHIBIT C
GPA 4-99 (Part 2)

Page LU-26 of the Land Use Element of the City of El Paso de Robles' General Plan shall be amended as follows with amended Text shown in Bold and Italicized font.

TABLE LU-9: RESIDENTIAL MULTIPLE FAMILY, MEDIUM DENSITY (RMF-M) LAND USE CATEGORY

Purposes:

- o To provide multiple family residential neighborhoods consisting of buildings with four or more dwelling units at densities up to 12 dwelling units per acre.
- o To provide multi-family development on sites that can accommodate increased density.
- o To meet the needs of persons seeking rental housing units, at various price levels;
- o To provide housing in close proximity to schools, shopping, and other services, including public transit;
- o To provide a transition zone between single family residential neighborhoods and higher traffic areas.

Generally-Permitted Land Uses: Single family residential housing, multiple family housing, churches, schools and radio broadcasting studios.

Population Density Anticipated:

- a. Minimum Lot Size: Minimum lot size will be the same as those prescribed for the Residential Multiple Family-Low (RMF-L) land use category.
- b. Maximum Dwelling Unit Density: The maximum permissible density is one and a half (1½) dwelling units (du) for every 4,000 square feet of net lot area, with a density cap of 12 du/acre. The City may establish lower maximum densities, on an individual site basis, based on hillside development ordinance and discretionary review requirements (e.g. subdivision maps and Planned Developments or their equivalents). The same restrictions on net lot area for the RMF-L category apply to the RMF-M category. *The City may also permit minor changes in permitted residential density above the stated 12 du/acre when converting commercial uses and when findings can be made that such minor increases in density would result in a greater community benefit (e.g. less intensive use of a site, improved residential neighborhood compatibility, and elimination of blight).*

Within the 20 year planning period, on the west side of the City, where the vast majority of the land in the RMF-M category is already subdivided into 7,000 square foot lots, it is expected that 50% of the land will be developed to its maximum capacity (i.e., that many lots will remain developed with only 1 or 2 du's) and that the expected dwelling unit density yield would be 6 du/acre (12 du/acre x 0.5).

Within the 20 year planning period, on the east side of the City, where there are several large vacant lots in the RMF-M category, it is expected that 75% of the land will be developed to its maximum capacity (i.e., that hillsides, oak woodlands and flood zones will reduce density) and that the expected dwelling unit density yield would be 9 du/acre (12 du/acre x 0.75).

c. Expected Population Density:

- (1) West Side: 15.4 persons/acre (2.57 persons/du x 6);
- (2) East Side: 23.1 persons/acre (2.57 persons/du x 9).

Building Intensity Anticipated: It is expected that dwellings will consist of attached and detached dwellings that are one to two stories in height and generally range between 600 and 1,500 square feet in area (excluding any garages or carports) and that the lot coverage will range between 25 and 40 percent.

RESOLUTION NO. 99-27

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES
APPROVING GENERAL PLAN AMENDMENT 1-99

WHEREAS, the City of El Paso de Robles has published a Notice of Public Hearings to consider components of a proposed Amendment to the Land Use Element of the General Plan, under the title of General Plan Amendment 1-99; and,

WHEREAS, General Plan Amendment 1-99 consists of three (3) components that are summarized as follows:

1. Real Property Lenders / Rod Jarmin: A proposed General Plan Amendment from Office Professional (OP) to Residential, Multi-Family Medium Density (RMF-M) for a one (1) acre parcel located on the north side of Creston Road, between Walnut Street and Trigo Lane.
2. CGC Enterprises: A proposed change from Single-Family Residential to Residential, Multi-Family Low Density (RMF-L) for seven (7) acres in a Hillside Area located northeast of the intersection of South River Road and Charolais Road.
3. City Initiated: A General Plan Amendment that would place restrictions on large-scale commercial land uses that do not generate retail sales tax. Initiated per City Council direction on September 15 and October 6, 1998. These restrictions would apply to properties that do not already have entitlements for retail commercial developments.

WHEREAS, at its meeting of January 26, 1999, the Planning Commission took the following actions:

- a. Considered the facts and analysis, as presented in the staff report prepared for this amendment;
- b. Conducted a public hearing to obtain public testimony on this amendment;
- c. Based on the information contained in the Initial Study prepared for this amendment, unanimously found that there was no substantial evidence that this amendment would have significant adverse effects on the environment and recommended that the City Council approve a Negative Declaration;
- d. Recommended that the City Council approve this three component General Plan Amendment; and

WHEREAS, at its meeting of February 16, 1999 the City Council took the following actions:

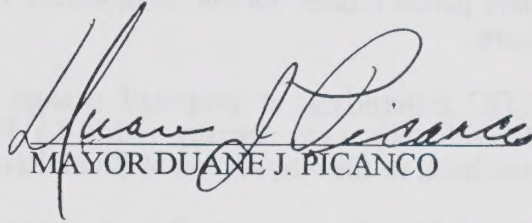
- a. Considered the facts and analysis, as presented in the staff report prepared for this amendment;
- b. Considered the recommendations of the Planning Commission;
- c. Conducted a public hearing to obtain public testimony on this amendment;

- d. Found that there was no substantial evidence that this amendment would have significant adverse effects on the environment and approved a Negative Declaration for the components of this amendment in accordance with the California Environmental Quality Act;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, California, to amend the General Plan's Land Use Element as shown on the attached Exhibit "A".

PASSED AND ADOPTED THIS 16th day of February, 1999 by the following roll call vote:

AYES: Baron, Swanson, and Picanco
NOES: Macklin, and Mecham
ABSENT: None
ABSTAIN: None


MAYOR DUANE J. PICANCO

ATTEST:

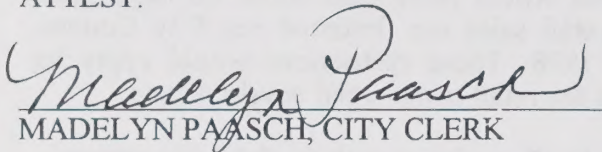

MADELYN PAASCH, CITY CLERK

Exhibit A: General Plan Amendment 1-99

General Plan Amendment 1-99 consists of three (3) components:

1. Real Property Lenders / Rod Jarmin: A proposed General Plan Amendment from Office Professional (OP) to Residential, Multi-Family Medium Density (RMF-M) for a one (1) acre parcel located on the north side of Creston Road, between Walnut Street and Trigo Lane.
2. CGC Enterprises: A proposed change from Single-Family Residential to Residential, Multi-Family Low Density (RMF-L) for seven (7) acres in a Hillside Area located northeast of the intersection of South River Road and Charolais Road.
3. City Initiated: A General Plan Amendment that would place restrictions on large-scale commercial land uses that do not generate retail sales tax. Initiated per City Council direction on September 15 and October 6, 1998. These restrictions would apply to properties that do not already have entitlements for retail commercial developments.

The purpose of this Exhibit "A" is to identify the specific approved changes to the Land Use Element of the City's General Plan.

Component #1 (Real Property Lenders / Rod Jarmin): Please see the attached map illustrating the location of the change in the Land Use designation.

Component # 2: (CGC Enterprises): Please see the attached map illustrating the location of the change in the Land Use designation.

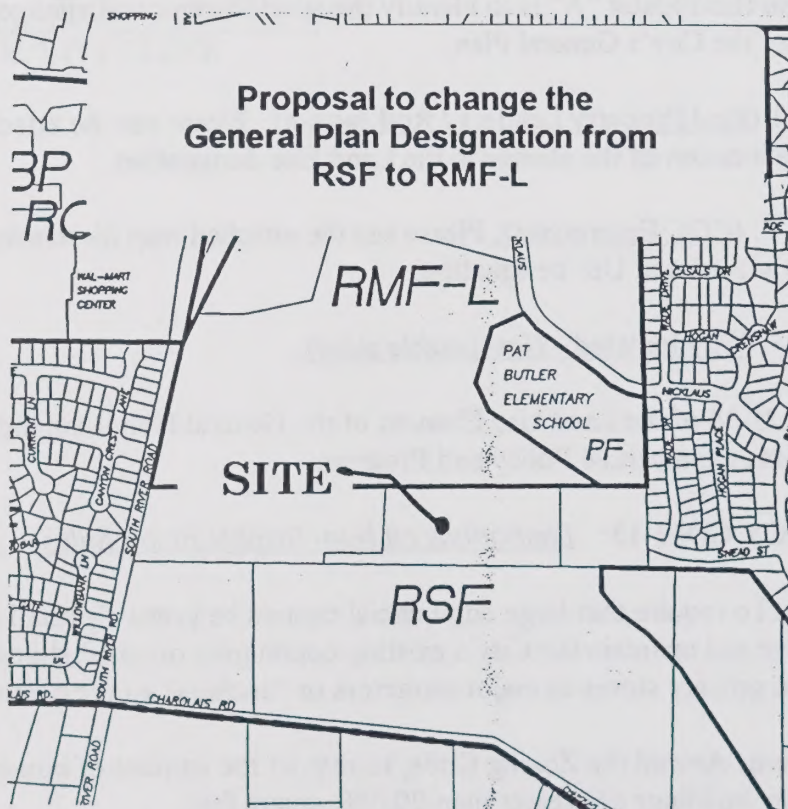
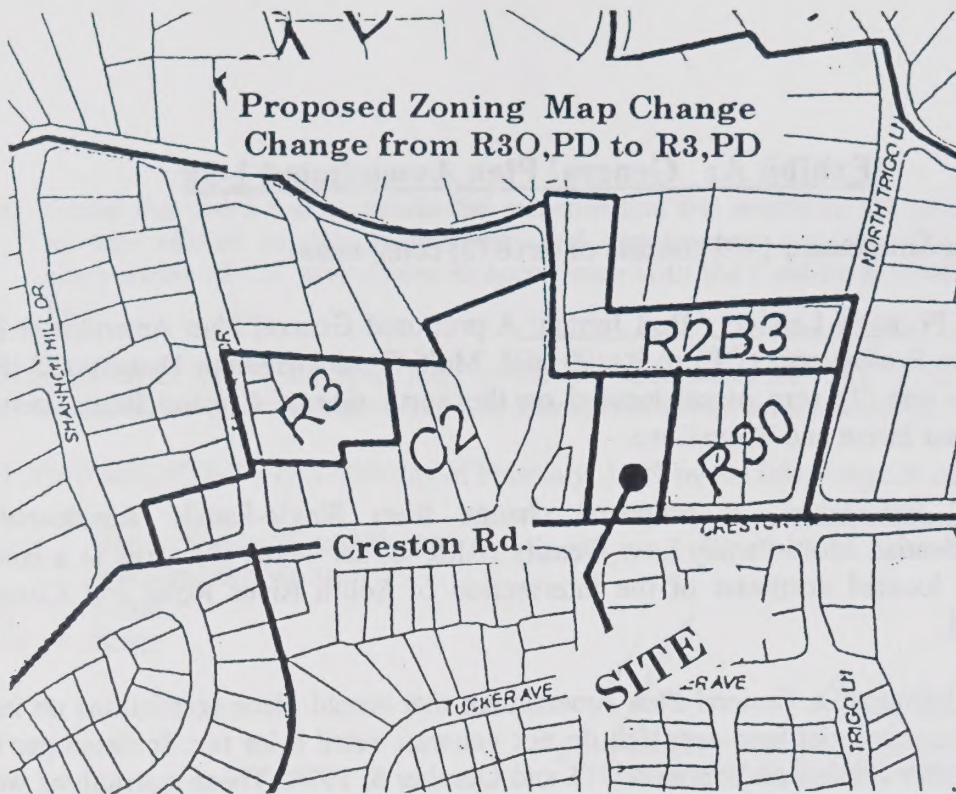
Component #3: (City Initiated - Non-taxable sales):

Page LU-34 of the Land Use Element of the General Plan is amended to add the following Commercial Policy and Program:

POLICY COM-13: Limitations on Non-Taxable Retail Sales:

Policy: To require that large commercial centers be primarily retail oriented to preserve and maintain the City's existing community oriented shopping centers that contain grocery stores as major attractors or "anchors" to the centers.

Program: Amend the Zoning Code, to restrict the amount of non-taxable retail space in buildings of greater than 90,000 square feet.



General Plan Amendment 1-99
(Real Property Lenders,
CGC Enterprises)

RESOLUTION NO. 91-100
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
EL PASO DE ROBLES ADOPTING THE 1991 UPDATES TO
THE LAND USE AND CIRCULATION ELEMENTS OF THE GENERAL PLAN

WHEREAS, the City of Paso Robles has prepared updates to the Land Use and Circulation Elements of the General Plan, in accordance with Sections 63550 et seq. of the Government Code of the State of California; and

WHEREAS, the updates to the Land Use and Circulation Elements, will here-after be collectively referred to as the "General Plan Update"; and

WHEREAS, the City's Land Use and Circulation Elements were last rewritten in 1974; since that time there have been a variety of amendments to reflect not only land use changes but also inclusion of annexed areas; the purpose of the current update is to comprehensively rewrite the two elements, with the intent of anticipating the needs for orderly growth and development through the year 2010 and beyond; and

WHEREAS, in the process of updating the Land Use and Circulation Elements, the City provided for public participation via the following:

a. The Planning Commission and City Council have held study sessions on the General Plan Update, which have been attended by members of the Redevelopment Project Area Committee and the public at large;

b. A series of four (4) public workshops were held, to inform interested persons of the five different land use alternatives that are under consideration; a total of 320 persons attended these workshops;

c. Citizen Involvement Questionnaires were sent to the Paso Robles community in 1988 and again in 1990. Responses to each of the two questionnaires exceeded a twenty percent return rate;

d. With the assistance of the local media, numerous articles were published and "Sound Off" programs were broadcast on the local radio station dealing with the General Plan issues; in addition, presentations were made at various service clubs;

e. Some 850 letter notices were mailed on two occasions to persons who had requested to be notified of the General Plan public hearings;

f. The draft General Plan text has been available for public review and comment, throughout the preparation stage, in both the City Library and City Hall;

g. The Environmental Impact Report (EIR) has been sent to various public agencies and other interested parties, and has been available for public review and comment; press releases and legal notices have been utilized to make the public aware of its availability.

WHEREAS, an Environmental Impact Report (EIR) was prepared for the General Plan Update as required by the California Environmental Quality Act and the City Council has adopted a resolution to certify the Final EIR and to adopt a Statement of Overriding Considerations; and

WHEREAS, Public notice was given for the Planning Commission and City Council hearings in accordance with Government Code Sections 65353(c), 65090, and 65091; and

WHEREAS, at meetings held on November 27, December 10, 1990, and June 25, 1991, the Planning Commission took the following actions:

a. Considered the facts and analysis, as presented in the staff reports prepared for the General Plan Update;

b. Conducted public hearings to obtain public testimony on the proposed General Plan Update and its accompanying EIR; and

WHEREAS, at its meeting of June 25, 1991, the Planning Commission recommended that the City Council take the following actions:

(1) Certify the Final EIR with the recommended mitigation measures, and adopt a statement of overriding considerations;

(2) Adopt the General Plan Update, selecting the "Largest Area Scenario" as the extent of the Planning Impact Area but limiting population growth to a maximum of 35,000 in the year 2010, via development and implementation of a resource management program; and

WHEREAS, at meetings held on December 18, 1990, January 7, 1991, and August 6, 1991, the City Council took the following actions:

a. Considered the facts and analysis, as presented in the staff report prepared for the General Plan Update;

b. Considered the recommendations of the Planning Commission;

c. Conducted public hearings to obtain public testimony on the proposed General Plan Update and accompanying EIR; and

WHEREAS, at its meeting of August 6, 1991, the City Council adopted a resolution to certify the draft EIR with the recommended mitigation measures, and adopt a statement of overriding considerations;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, California, to adopt the 1990 General Plan Update, consisting of text and maps attached as Exhibit "A"; selecting the "Largest Area Scenario" as the extent of the Planning Impact Area but limiting population growth to a maximum of 35,000 in the year 2010, via development and implementation of a resource management program; and incorporating into the Land Use and Circulation Elements Mitigation measures contained within the Final EIR, and taking the following steps to implement the General Plan:

1. Five-year capital improvement program / development phase lines;
2. A Resource Management Program based on coordinating development with the availability of resources necessary to serve such development;
3. Up-dates of Master Plans for streets, sewers, water, storm drains;
4. Development Impact Fee Schedule;
5. Steps to bring the Zoning Code into conformity with the General Plan.

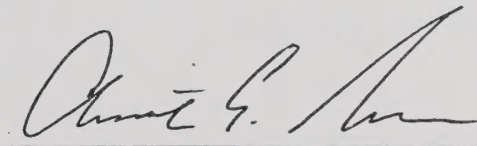
PASSED AND ADOPTED THIS 6th day of August, 1991 by the following roll call vote:

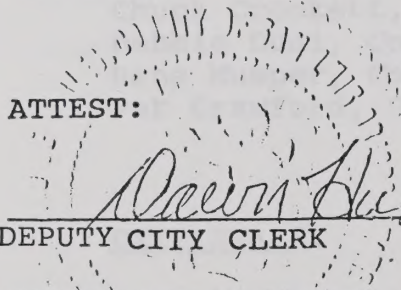
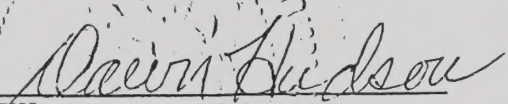
AYES: Martin, Reneau and Russell

NOES: Picanco and Iversen

ABSENT: None

ATTEST:


MAYOR CHRISTIAN E. IVERSEN



DEPUTY CITY CLERK

NOTE: Any judicial review of this decision must be made within the time set forth in code of Civil Procedure Section 1094.6.

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LAND USE AND CIRCULATION ELEMENTS
OF THE
GENERAL PLAN
OF THE
CITY OF EL PASO DE ROBLES

AUGUST, 1991

CITY COUNCIL:

Christian Iversen, Mayor
Jerry Reneau, Mayor Pro Tem
Nicholas Russell, Councilman
Steve Martin, Councilman
Duane Picanco, Councilman

PLANNING COMMISSION:

Ron Johnson, Chairman
Tom Baron, Commissioner
Valerie Warnke, Commissioner
Chuck Crockett, Commissioner
Debbie Dusi, Commissioner
Hans Mumper, Commissioner
Pat Crawford, Commissioner

CITY STAFF:

Robert Lata, AICP, Community Development Director
Ed Gallagher, City Planner (Project Planner)
John McCarthy, PE, Director of Public Works

**GENERAL PLAN FOR THE CITY OF EL PASO DE ROBLES
LAND USE AND CIRCULATION ELEMENTS**

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
INTRODUCTION	INT-1
VISION STATEMENT	VIS-1
GOALS	G-1
 <u>LAND USE ELEMENT</u>	
OVERALL PLANNING POLICIES AND PROGRAMS	LU-1
LAND USE CATEGORY POLICIES AND PROGRAMS	
o AGRICULTURE	LU-11
o RESIDENTIAL	LU-17
o COMMERCIAL	LU-29
o INDUSTRIAL	LU-37
o PUBLIC FACILITIES AND PARKS AND OPEN SPACE	LU-55
o OVERLAY LAND USE CATEGORIES	LU-69
LAND USE MAPS	LU-71
ENVIRONMENTAL PROTECTION AND RESOURCE CONSERVATION POLICIES AND PROGRAMS	LU-97
REDUCTIONS OF HAZARDS AND NUISANCES POLICIES AND PROGRAMS	LU-111
 <u>CIRCULATION ELEMENT</u>	
POLICIES AND PROGRAMS	CE-1
CIRCULATION MASTER PLAN	CE-6

LIST OF FIGURES

FIGURE	PAGE
<u>LAND USE ELEMENT:</u>	
FIGURE LU-1: LAND USE MAP	LU-71
FIGURE LU-2: CITY AND PLANNING IMPACT AREA SUBAREAS	LU-94
FIGURE LU-3: EXISTING CITY LIMITS (AS OF 1-1-91), PLANNING IMPACT AREA, AND SPHERE OF INFLUENCE (AS OF 12-18-90)	LU-95
FIGURE LU-4: AREAS OF SPECIAL CONCERN	LU-96
FIGURE LU-5: MINERAL RESOURCES OF REGIONAL SIGNIFICANCE	LU-108

CIRCULATION ELEMENT:

FIGURE CE-1: CIRCULATION MASTER PLAN	CE-13
--------------------------------------	-------

LIST OF TABLES

TABLE	PAGE
<u>LAND USE ELEMENT:</u>	
TABLE LU-1: AGRICULTURE (AG) LAND USE CATEGORY	LU-13
TABLE LU-2: BUFFER DISTANCES BY CROP	LU-14
TABLE LU-3: AGRICULTURAL LAND REQUIREMENTS	LU-14
TABLE LU-4: LAND CAPABILITY CLASSIFICATIONS	LU-15
TABLE LU-5: RESIDENTIAL RURAL (RR) LAND USE CATEGORY	LU-21
TABLE LU-6: RESIDENTIAL SUBURBAN (RS) LAND USE CATEGORY	LU-22
TABLE LU-7: RESIDENTIAL SINGLE FAMILY (RSF) LAND USE CATEGORY	LU-23
TABLE LU-8: RESIDENTIAL MULTIPLE FAMILY, LOW DENSITY (RMF-L) LAND USE CATEGORY	LU-24
TABLE LU-9: RESIDENTIAL MULTIPLE FAMILY, MEDIUM DENSITY (RMF-M) LAND USE CATEGORY	LU-26
TABLE LU-10: RESIDENTIAL MULTIPLE FAMILY, HIGH DENSITY (RMF-H) LAND USE CATEGORY	LU-27
TABLE LU-11: MOBILE HOME PARK/SUBDIVISION (MH) LAND USE CATEGORY	LU-28
TABLE LU-12: NEIGHBORHOOD COMMERCIAL (NC) LAND USE CATEGORY	LU-35
TABLE LU-13: OFFICE PROFESSIONAL (OP) LAND USE CATEGORY	LU-35
TABLE LU-14: COMMUNITY COMMERCIAL (CC) LAND USE CATEGORY	LU-35
TABLE LU-15: REGIONAL COMMERCIAL (RC) LAND USE CATEGORY	LU-36
TABLE LU-16: COMMERCIAL SERVICE (CS) LAND USE CATEGORY	LU-36
TABLE LU-17: BUSINESS PARK (BP) LAND USE CATEGORY	LU-39
TABLE LU-18: INDUSTRY (IND) LAND USE CATEGORY	LU-39
TABLE LU-19: INDUSTRIAL AREA PLAN SUMMARY FOR THE AIRPORT SPECIFIC PLAN AREA	LU-41
TABLE LU-20: INDUSTRIAL AREA PLAN SUMMARY FOR SOUTH RIVER ROAD AREA	LU-43
TABLE LU-21: INDUSTRIAL AREA PLAN SUMMARY FOR COMMERCE WAY	LU-45
TABLE LU-22: INDUSTRIAL AREA PLAN SUMMARY FOR RAMADA DRIVE (North of Highway 46 West)	LU-47
TABLE LU-23: INDUSTRIAL AREA PLAN SUMMARY FOR NORTH RIVER ROAD AREA	LU-49
TABLE LU-24: INDUSTRIAL AREA PLAN SUMMARY FOR 24TH - 28TH STREETS	LU-51

LIST OF TABLES (Continued)

TABLE	PAGE
TABLE LU-25: INDUSTRIAL AREA PLAN SUMMARY FOR RAMADA DRIVE (South of Highway 46 West)	LU-53
TABLE LU-26: PUBLIC FACILITIES (PF) LAND USE CATEGORY	LU-68
TABLE LU-27: PARKS AND OPEN SPACE (POS) LAND USE CATEGORY	LU-68
TABLE LU-28: BIOLOGICAL RESOURCES CONSERVATION MEASURES	LU-105
TABLE LU-29: ENERGY CONSERVATION MEASURES	LU-109
TABLE LU-30: HAZARD MITIGATION MEASURES	LU-113

CIRCULATION ELEMENT:

TABLE CE-1: STREET SYSTEM	CE-14
TABLE CE-2: LEVEL OF SERVICE CONCEPT	CE-15
TABLE CE-3: BIKEWAY PLAN	CE-16

INTRODUCTION

PURPOSE OF THE GENERAL PLAN:

The General Plan is the City's statement of policies for guiding decisions regarding its physical development over the next 20 years. The geographic area addressed by the General Plan includes the existing City limits as of January 1, 1991 (10,700 acres) plus a Planning Impact Area around the City (26,000 acres). The Planning Impact Area is shown on Figure LU-3 (page LU-89).

The City is committed to ongoing improvement of its economic health (business, industry, and commerce); physical appearance; adequate housing for all types of households; public health, safety and welfare; delivery of public services; and preservation of the physical environment. The General Plan provides a process for making informed decisions to guide these efforts.

State Law (Government Code Sections 65300 et seq.) requires every City to adopt a comprehensive, long-term General Plan for the physical development of the City and any land outside its boundaries which bears relation to its planning.

FORMAT:

The General Plan consists of policy statements and accompanying officially-adopted maps. It is presently divided into the following elements:

- o Land Use: defines and assigns/distributes types and intensities of land uses for housing, commerce, business, industry, public facilities, parks and open space. The pattern of land uses affects every other element and the Land Use Element is the "lead element". As such, the 1991 Land Use Element contains policy statements that address issues often found in the other elements. Where any conflict may exist between policy statements in the 1991 Land Use Element and the other elements, the statements in the 1991 Land Use Element shall prevail.
- o Circulation: identifies the general network of streets; addresses future facility needs for all modes of transportation.
- o Housing: assesses the current and projected needs for housing for all types of households (segments); includes policies for providing adequate housing for all segments.
- o Open Space: addresses plans and measures for preserving open space for natural resources, outdoor recreation (active and passive), agriculture, public health and safety.

- o Conservation: addresses the conservation, development, and use of natural resources including air quality, water, natural vegetation, wildlife, soils, minerals;
- o Noise: identifies and appraises noise problems and proposes measures for their mitigation.
- o Safety: addresses measures to protect the City from hazards associated with fire, geologic/seismic activity, and flooding.
- o Parks and Recreation: identifies the need for various types of parks and recreation facilities.

The first seven of the above elements are required by state law (Government Code Section 65302); the Parks and Recreation Element is not required but is authorized by state law (Government Code Section 65303).

The term "policy statement" includes the following components that range from the general to the specific:

- o Goals: General, overall, and ultimate purpose, aim or end toward which the City will direct its efforts. The City has identified three goals, which are explained on pages G-1 through G-4.
- o Policies: Specific statements of desired future conditions toward which the City will expend effort in striving to achieve the three goals.
- o Programs: Actions, activities to be carried out to implement the General Plan's goals and policies.

RELATIONSHIP BETWEEN THE GENERAL PLAN, SPECIFIC PLANS, AND THE ZONING CODE:

Specific Plans are comprehensive planning documents that address large geographic areas within the City and/or Planning Impact Area. Specific Plans usually address land use, circulation systems, public services and development standards for a specific plan area. Specific plans may be adopted to include the authority to act as zoning codes for a specific plan area.

The Zoning Code is a means to implement the General Plan. State Law requires that the Zoning Code be consistent with the General Plan. The General Plan sets the general direction for distribution of types and intensities of land uses. The Zoning Code establishes zoning districts to implement the General Plan's land use categories and specific regulations for each zoning district.

PROCESS FOR UPDATING AND AMENDING THE GENERAL PLAN:

The General Plan is a dynamic document that evolves in response to changing population characteristics and development trends. As such, it needs to be updated and amended to be kept current.

1991 Update of the Land Use and Circulation Elements:

The 1991 Update of the Land Use and Circulation Elements replaces the 1974 Land Use and Circulation Elements, as amended through 1990.

Process for this update included the following:

- o Several Planning Commission and City Council study sessions between 1988 and 1990;
- o Two Citizen Involvement Questionnaire's mailed to every residential address (including post office boxes) in 1988 and in 1990;
- o 4 public workshops (held in September and October, 1990);
- o 4 public hearings: Planning Commission: November 27, 1990 and June 25, 1991; City Council: December 18, 1990 and July 16, 1991;
- o The preparation of an Environmental Impact Report.

Future Updates and Amendments:

Element Updates: An element update is a comprehensive review and revision to an entire element. The General Plan (Program under Policy OA-2 on page LU-1) proposes that each element be updated once every five years.

State law (Government Code Section 65588) requires that the Housing Element be updated every five years and that the City's Housing Element be updated by July 1, 1992.

The Noise Element update is scheduled to be completed in 1991. Updates to the Safety, Open Space, and Conservation Elements should be commenced in 1992 and completed in either 1992 or 1993.

Amendments: A General Plan Amendment (GPA) involves the revision of a portion of an element. The most common type of GPA is an amendment to the Land Use Map to change the land use category for a parcel or parcels. However, elements may be amended to revise policy statements, particularly if there is need to make adjustments before an element is scheduled for an update.

State law (Government Code Section 65358) provides that each element may be amended no more than four times per calendar year.

VISION STATEMENT FOR PASO ROBLES IN 2010

The Paso Robles City Council has an adopted "Mission Statement", reflecting their vision for the future of Paso Robles. This statement calls for the City "to provide a balanced community where the great majority of the population can live, work and shop."

Goals that can lead the City toward accomplishing this Mission Statement are:

- o Development of an industrial recruitment program;
- o Paso Robles to be the North County commercial retail center;
- o At a minimum, maintain community services for all citizens proportionate to 1988 levels.

Based on this Mission Statement and these Goals, one can envision the following future Paso Robles:

It is the year 2010. Paso Robles is up-dating its General Plan for the fourth time since its centennial in 1989. As part of the up-date process, it is time to look back and analyze what has transpired over the past twenty years.

Based on the General Plan and accompanying market studies in 1989 and 1990, Paso Robles has become the business and shopping center for the North County area. The City's economic strength stems from a balance of employment opportunities, sales tax revenues from retail transactions, and a range of housing types and sizes that meets the needs of the City's 35,000 residents.

With the assistance of an aggressive economic development program, business and industrial growth and development has occurred in three areas: the Commerce Industrial Park, along the Salinas River corridor, and in the areas north and south of Highway 46 East, extending to the Municipal Airport. The City has been very successful in retaining, expanding and attracting "clean" businesses and industries, particularly in the bio-medical device specialty field. In addition to addressing the jobs/housing balance and helping to mitigate the air quality impacts of regional growth, sales tax generation from business development has substantially aided in avoiding increases in the costs of serving residents.

Paso Robles retail commercial development has occurred in four forms: neighborhood and community shopping centers that serve pedestrians, cyclists, and short-range vehicle trips; downtown Paso Robles comparison shopping, regional shopping, and multiple centers of visitor/tourist service areas. The neighborhood/community centers are located near residential population areas, providing

convenient access to goods and services that are needed on a daily basis. Downtown serves both the community and specialty demand for goods and services. Regional shopping is provided through department and discount stores located at arterial and major highway intersections that have freeway access. Visitor/tourist land uses/services are strategically located to serve that market.

Based on 1989/90 market studies, the City was successful in encouraging downtown redevelopment projects that provided an increase in the variety and quality of shopping goods, recapturing some of the sales that had previously leaked to areas outside the City. The Paso Robles Main Street Program was instrumental in melding a strong downtown organization, coordinating popular promotional programs, fostering rehabilitation of historic structures, and instilling a new economic mixture that has made Downtown Paso Robles a specialty commercial center for the region. Entertainment, combined with a restaurants, hotel, and convention facilities close to the retail core, has made the downtown area a center of activity both day and night.

Services to the residents of Paso Robles have continued to improve in both quantity and quality. City Park and the restored Carnegie Library remain the heart of the community, but a network of parks, open space, and recreation facilities extend outward from the Salinas River Recreation Area into the various residential neighborhoods. Bikeways and walkways link homes to shopping, jobs, and recreation centers. Benefit maintenance districts, first established in 1989, continue to provide a high quality of landscaping, park, and open space maintenance at affordable cost levels. Continued cooperation between the City and School District has made numerous school/park facilities possible. Scenic drives wind through the oak covered hills, and the results of the major effort to re-forest the Paso Robles area are already apparent.

Although the resident population has grown to 35,000, with continued growth projected for the future years, Paso Robles has been able to maintain the cherished "small town atmosphere" and friendliness that it had historically be known for. By distributing convenience shopping areas in local neighborhoods, traffic and congestion was mitigated. Restoration of historic structures, including seismic/earthquake safety improvements, has brought a new vitality to downtown. The new public parking facilities constructed by the Redevelopment Agency have enhanced the pedestrian atmosphere in the downtown area. Increased use of bicycles and public transit have also assisted in reducing traffic congestion and mitigating air quality impacts.

Housing can be found in many forms, with multiple-family and affordable senior citizen housing close to the downtown and neighborhood shopping centers, minimizing the need for residents to drive. The City has encouraged preservation and reuse of historic

structures, and rehabilitation of older structures through the assistance of the Redevelopment Agency, State, and Federal Grants.

The pattern of growth and development has been managed and phased in conjunction with both natural resources and the City's ability to serve new areas without adversely impacting the quality of life for existing residents.

Cooperation with the County of San Luis Obispo has prevented further urban sprawl from occurring along the major traffic arteries that extend out from Paso Robles, and all out-lying residential developments in the unincorporated area are now under service districts that provide sewer and water without adverse impacts on natural resources. The County had also adopted City Specific Plans and cooperated in requiring street dedications and improvements per the City's Master Plan of Streets and Highways.

The City's Sphere of Influence and Service provided manageable density patterns, and the Environmental Impact Report that accompanied the 1990 General Plan provided a list of capital improvements, with priorities, that was implemented over the following twenty years. Residential development impact fees were the funding source that made it possible for the necessary facilities and service districts to be established without placing financial burdens on existing Paso Robles residents and businesses.

Paso Robles has continued to attract visitors, tourists, and new residents. The City's success in maintaining and preserving its unique environmental setting has contributed toward this popularity. Community image has been enhanced through continued expansion of agri-business enterprises including but not limited to wineries. Improvements in community image resulted from careful landscaping along major streets and highways, particularly in response to the 101 and Highway 46 Visual Resource Studies. Increased emphasis on community design, particularly in architecture, site planning, and use of compatible building materials and tasteful signage, have been an asset to economic development. Sensitively enforced property maintenance standards, coupled with new development standards for multiple family, commercial and industrial land uses, have bolstered resident and visitor perceptions of the City.

Among the most viable economic areas are the North County Auto Center on Theater Drive, visitor service facilities that continue to expand around the Mid-State Fairgrounds and south along Riverside Drive, and the Paso Robles Municipal Airport. With the best physical facilities of the airports in San Luis Obispo County, providing commercial passenger and specialized freight services, the Paso Robles airport and the surrounding industrial areas attracted a growing number of employers.

As the City begins planning for the period 2010 through 2030, it is clear that the foundation established by the General Plan of 1990 and the Paso Robles Redevelopment Plan, various Specific Plans, Resource and Growth Management Program, Benefit Maintenance Districts, Residential Development Impact Fees and Capital Improvement Master Plans has provided a viable basis for continued orderly growth, development, and community prosperity.

CITY GOALS

Purpose Statement:

In order to enhance Paso Robles' unique small town character and high quality of life, the City Council supports the development and maintenance of a balanced community where the great majority of the population can live, work and shop.

The City's small town character is defined by the City Council to include the following elements:

- o A strong community identity;
- o A system of government that encourages public participation;
- o A high level of personal safety;
- o Active preservation of local heritage, including historic buildings and traditions;
- o Recreation, social and cultural activities that encourage the community to interrelate;
- o Adequate open space and parks;
- o An effective, locally controlled resource management system that regulates and fully mitigates the impacts of population growth and development;
- o Minimal traffic congestion;
- o A broad and stable employment base;
- o Residential building lots that are of sufficient size to preserve the topographic and aesthetic features of the landscape;
- o Preservation of residential neighborhoods.

Quality of life is defined to be a positive interrelationship of the physical, social, and economic environment of the community.

In the context of the General Plan, a balanced community is defined the proportional relationship of land uses that provides residents with an opportunity to have their home, employment and shopping provided in Paso Robles.

Goals Statements:

It is the goal of the City Council of the City of Paso Robles to:

1. Support the operation of an effective business retention and recruitment program designed to improve the community's economic base including provisions for "head-of-household" jobs, a stable investment market, and increased retail sales and property tax revenues.
2. Establish Paso Robles as the North County commercial retail center, based on providing neighborhood and service commercial development in proportion to population growth, downtown commercial revitalization, and, at the same time, planning adequate sites for regional commercial development to serve the North County market area.
3. Maintain or improve the quality of life, including community services and environmental protection, for all citizens through an effective resource management system.

The quality of services and environmental impact will be measured in relation to thresholds of service. Impacts of development upon service levels would be evaluated on a periodic basis to help the City Council to determine whether or not corrective measures are warranted. Corrective measures would include but not be limited to requirements for fiscal mitigation and/or limitations on growth and development.

Resources to be measured and managed shall include, but not be limited to:

- 3.1 Traffic Circulation, based on Level of Service (LOS) "C" as a desired goal for normal situations; a definition of these standards is attached as part of the Circulation Element;
- 3.2 Sewer Services, based on the premise that all parcels will be in compliance with the City's sewer code;
- 3.3 Water Services, based on maintaining and preserving adequate volume, pressure, and reserves to meet both domestic and fire protection needs;
- 3.4 The following services, based on a Council approved Master Plan for each:
 - o Police;
 - o Fire;
 - o Library;
 - o Leisure Services.

- 3.5 Parks and Open Space, based on the Parks & Recreation, Open Space and Conservation Elements of the General Plan;
- 3.6 Public Buildings and Facilities, of high quality design, capable of meeting the present and future needs of residents, business, and visitors;
- 3.7 Public Works operations and services, including but not limited to storm drains, refuse collection and disposal, and recycling. Services are to be designed to meet current and projected needs for residential, commercial, industrial, and public land uses, based on Council adopted standards;
- 3.8 Infrastructure maintenance, including but not limited to streets, alleys, bridges, and other service distribution systems, which shall be the subject of a methodical reinvestment program that preserves their ability to function and meet community expectations.
- 3.9 Air Quality, with the purpose and intent of minimizing Paso Robles' impact on local air quality and recognizing that air quality is a regional issue that necessitates the City's support of regional efforts to maintain and improve air quality and achievement of "Attainment Status" relative to State air quality standards;
- 3.10 Public School facilities, based on continued cooperation between the Paso Robles School Districts and the City, with the intent of insuring adequate school sites and facilities that meet General Plan and School District standards;
- 3.11 Jobs/Housing Balance, based on the City taking steps through the General Plan, an Economic Development Strategic Plan, and their implementation, to maintain employment opportunities in balance with anticipated residential development, precluding the need for citizens to commute to remote locations to seek "head-of-household" jobs.
- 3.12 Public and private transit facilities, programs, and services that are designed to be convenient and encourage transportation practices that mitigate and/or offset the impacts of development on air quality;

- 3.13 Fiscal resource recovery, based on the premise that new development will pay its proportionate share for the facilities and services needed to accommodate that development without adversely impacting on the cost or level of service for existing residents or businesses.
- 3.14 Revenue enhancement measures designed to provide adequate financial resources to meet the service demands of the Paso Robles community, and all applicable local, state, and federal requirements.

OVERALL LAND USE PLANNING POLICIES AND PROGRAMS

POLICY OA-1: Goal Implementation: The Land Use Element is the primary planning document for implementing the General Plan's three goals (explained on pages G-1 through G-4) and for assigning more detailed policy for specified issues to the other elements.

PROGRAM: Ensure that the policies within the various elements are consistent with and are structured to implement this policy.

POLICY OA-2: Planning period: The General Plan addresses the City's policy needs in 8 elements for the 20 year period: 1990-2010. Each element should, however, be regularly evaluated for the effectiveness and relevance of its policies and programs.

PROGRAM: Each element should be reviewed annually and updated at least every 5 years.

POLICY OA-3: Land uses: Land Uses within the City and its environs should be arranged, developed, operated, and maintained in an orderly manner to accomplish the following objectives:

- a. Achieve a balance of supply of the various types of residential, commercial, industrial, public service, and open space land uses, in a manner consistent with the City's goals;
- b. Preserve the "small town" character that the City has historically enjoyed; preservation efforts include revitalizing the historic downtown through encouraging office, government, residential and other activity-generating land uses to be located in the downtown;
- c. Provide for efficient and effective delivery of services;
- d. Provide adequate levels of urban services to serve the needs of the "expected" build-out (holding capacity) within the City and its sphere of influence prior to reaching capacity of any urban service system;
- e. Protect the environment/conservate natural and man-made resources, including minimizing vehicle miles traveled (VMT) in order to minimize air pollution and traffic congestion;
- f. Reduce exposure to and creation of natural and man-made hazards and nuisances.

PROGRAM: The Land Use Map (Figure LU-1) assigns Basic and Overlay Land Use Categories. The land use categories described in Tables LU-1, LU-5 through LU-18, LU-26 and LU-27 are the primary means of implementing this policy.

Figure LU-1 is to be interpreted on a parcel-specific basis except as follows:

- (1) The City may approve minor lot line adjustments between parcels in different land use categories in such a manner that the adjusted boundaries become the new land use category boundary without amending the General Plan.
- (2) Certain Neighborhood and Regional Commercial sites may be plotted to show a general area until a decision has been made about their precise location; in instances where locations are not specific, or for annexation areas, a General Plan Amendment may be required.

PROGRAM: In order to facilitate planning for City services, the existing City and the Planning Impact Area have been subdivided into a total of 21 subareas designated "1" through "10" and "Airport" for the existing City and "A" through "J" for the PIA. Figure LU-2 shows these subareas.

POLICY OA-4: Planning Impact Area (PIA): Establish and maintain a Planning Impact Area (PIA) to indicate the maximum potential geographical boundaries to which the City may grow in the foreseeable future (within the 20 year planning period and beyond), or areas within which development patterns would have an immediate impact upon the City. The establishment of the PIA does not represent a commitment by the City to annex the subject areas. Within the PIA and outside of City Limits, in order to plan for providing adequate services, the City will identify the land use categories that would be assigned if unincorporated land is annexed.

NOTE: The PIA boundary and existing City Limits as of January 1, 1991 are shown on Figure LU-3.

POLICY OA-5: Inter-Governmental Coordination: Coordinate City land use planning efforts with those of federal, state, regional, and county agencies in a manner to balance those agencies' land use planning goals with the City's goals.

PROGRAM: Actively participate in the regional transportation, housing, and employment planning activities of the San Luis Obispo Area Coordinating Council (SLOACC).

PROGRAM: Negotiate with the County and Local Agency Formation Commission (LAFCO) to arrive at boundaries for the County's Urban Reserve Line and LAFCO's Sphere of Influence and Sphere of Service Lines that advance City goals and policies.

PROGRAM: Establish geographic "Areas of Special Concern" which may extend beyond the PIA and within which residential, commercial, and industrial development will have potential significant impacts on City economic goals, water quality, and provision of services such as streets and bridges, parks and recreation, and the Library. Encourage the County to assist the City in avoiding and/or in mitigating any impacts created by development in these areas. These areas are shown on Figure LU-4 and include the following:

- a. Lake Nacimiento Area;
- b. Highway 101 Corridor, north of the City, particularly in the vicinity of its intersection with Wellsona Road;
- c. Area north and northeast of the Airport served by Jardine Road, Airport Road, Estrella Road, Hog Canyon Road and Ranchita Canyon Road.
- d. Branch Road, Geneseo Road, Dresser Ranch;
- e. Templeton.

PROGRAM: Establish and maintain agreements with the County to have mutual review of those development applications, general plan amendments, and code amendments that may affect each other's planning programs prior to their approval or adoption.

Such agreements should incorporate the following guidelines to minimize problems within the PIA:

- a. Where appropriate, prepare multi-jurisdictional specific plans that will develop mutually acceptable land uses and standards;
- b. Until commonly accepted standards or specific plans are adopted, the County should require Conditional Use Permit/Site Approval, City referrals, and/or use of City design standards whenever the City standards are more restrictive than the county's;
- c. County zoning of unincorporated lands in the PIA should permit less intensive development than would be permitted by the City unless otherwise mutually agreed upon or specified in an adopted Specific Plan. The densities and uses should allow for future development consistent with City land use and development policies;
- d. All development applications within the PIA should be reviewed by the City;

- e. Undeveloped lands outside the PIA should not be considered for annexation before 2010 unless for such annexation the City Council determines that special circumstances warrant such consideration;
- f. The City should review and consider annexation requests from property owners within its PIA, but would not actively seek annexation unless resources and services were available and the annexation were demonstrated to be beneficial to the City;
- g. If an application for annexation of a parcel of land contiguous to the City has been unsuccessful, the City should request that the county process development applications only if:
 - (1) The proposed use is compatible with the City's General Plan;
 - (2) The proposed project is compatible with the City's development/design standards; and
 - (3) The services are immediately available; and
- h. All development and subdivision applications located on sites at the edge of the City or within view of unincorporated land shall be referred to the County for review and comment on design, landscaping to buffer views of the project, and any access, traffic impacts, drainage, erosion and sedimentation on unincorporated land.

PROGRAM: Encourage the County to be efficient and effective in the delivery of contracted services to the City such as Health and Animal Control.

POLICY OA-6: Target Population and Resource Management: Manage and direct growth not to exceed a resident population of 35,000 in the year 2010 within the City. Establish population targets for each 5 year increment that serve to evenly-distribute growth over the 20 year planning period. Development will be permitted only when there are sufficient public facilities and resources, including adequate reserves, to accommodate service without adverse service or cost impacts on the Citizens of Paso Robles.

PROGRAM: Develop and implement an effective resource management or equivalent program and development phasing plan, based on the following:

- a. Minimum thresholds of service for public services and facilities including, but not limited to: traffic

circulation, sewer, water, storm drains, fire protection, police, parks, schools, and library;

- b. Minimum thresholds of impact for air quality and jobs/housing balance.

NOTE: This program should be completed within 6 months of the adoption of the 1991 General Plan Update.

PROGRAM: Develop a capital improvement plan with 5 year increments that is consistent with the resource management program and development phasing plan.

PROGRAM: Update the City's Master Plans for Water, Sewer, Storm Drains to be consistent with the resource management plan and development phase lines.

NOTE: This program should be completed within 1 year of the adoption of the 1991 General Plan Update.

POLICY OA-7: Environmental Impact Mitigation: New development should mitigate its share of the impacts to the natural and built environment.

PROGRAM: Update development impact fees to accurately mitigate the level of impacts to City services created by various types of development. In particular, residential development, which creates the greatest need for facilities and services, including the need for local employment in order to mitigate air quality and traffic impacts, shall bear its fair share of the cost of mitigation.

NOTE: This program should be completed within 1 year of the adoption of the 1991 General Plan Update.

PROGRAM: Use the full amount of discretion authorized in the Zoning Code and CEQA for setting conditions of approval of development applications.

PROGRAM: Require the annexation of new development into Benefit Maintenance Districts so that properties that benefit from certain services such as street lighting, landscaping maintenance, storm drain maintenance, and other services contribute their fair share of the costs of operating and maintaining them.

PROGRAM: Use Standard Conditions for development applications that implement Land Use Element Policies.

POLICY OA-8: Annexations: Evaluate annexation requests with respect to the degree to which annexation will enhance the Paso Robles Community through support of the General Plan's adopted goals, policies and programs and is in conformance with the resource management program and development phasing plan. In this context, the City makes no commitment to annex and/or provide services to any adjacent unincorporated property seeking to be part of the City.

PROGRAM: No City water or sewer service will be provided outside of City limits except in accordance with existing agreements with the Templeton Community Services District and existing "will serve" letters.

PROGRAM: Annexation fees are established so that newly-annexed properties pay their fair share of the cost to develop capital facilities necessary for providing urban services, particularly for substandard antiquated subdivisions lacking adequate roads and community sewer and water facilities.

POLICY OA-9: Quality of Development: Development shall be required to meet the highest quality standards in terms of design, construction and aesthetic quality, with sensitivity to the physical, social and economic environment, fostering a "sense of place" that reflects the uniqueness of Paso Robles. Towards this end, the following should be accomplished:

- a. Promote community appearance through tastefully designed City entrances and, where feasible, creation of green-belts or other separations between Paso Robles and adjacent communities. Emphasis will be placed on how the City is perceived and seen by visitors, as viewed from State highways, arterial streets, and other significant vantage points.
- b. Development along the City's boundaries will be designed to reflect a clear and sharp distinction between the City and adjacent unincorporated areas.
- c. Compatibility with development in the unincorporated area will be considered in design of development within the City, through the incorporation of buffers and other design features that provide a transition but at the same time anticipate the pattern of future land uses in the area.
- d. Preservation of natural resources, including but not limited to, oaks (individual trees and woodlands), hillsides, the Salinas River and other major drainage courses.

- e. *Preservation and enhancement of the Downtown and other historic resources.*

PROGRAM: Require dedication of open space easements or City fee lots ownership as a condition of approval for discretionary development applications as a means of providing greenbelts and protecting natural resources such as oak woodlands, hillsides, the Salinas River and other major drainage courses.

Discourage alteration of stream beds in the design of development projects.

PROGRAM: Update the Zoning Code to make it more-effective in implementing the General Plan policies, paying particular attention to reducing the amount of overlap in permitted uses, particularly among commercial and industrial zones.

NOTE: The Zoning Map should be brought into conformance with the Land Use Map within 6 months of the adoption of the 1991 General Plan Update; the text of the Zoning Code should be updated within 1 year of the adoption of the 1991 General Plan Update.

PROGRAM: Use Planned Development (PD) overlay zoning or its equivalent for the following purposes:

- a. To obtain a higher quality of development design than permitted or possible via basic zoning regulations;
- b. To implement General Plan policies that apply to specific issues not addressed by the base zoning district regulations;
- c. As an interim method of obtaining consistency between the General Plan and Zoning Code until the Zoning Code is comprehensively updated.
- d. To permit innovative design concepts to be considered in exchange for equivalent development amenities and features that would exceed City standards and conditions of approval.

PROGRAM: Comprehensively update the Subdivision Code to be consistent with the policies and land use categories of the General Plan.

NOTE: This program should be completed within 1 year of the adoption of the 1991 General Plan Update.

PROGRAM: Use the Redevelopment Plan and program to accomplish City goals and policies; implement the Redevelopment Agency's goals.

NOTE: For additional measures to implement this policy, see the policies and programs for Aesthetic Resources and Historic and Archaeological Resources in the Environmental Protection and Resource Conservation section of this element.

POLICY OA-10: Specific Plans: Use Specific Plans to address land use, circulation, infrastructure, environmental, development phasing and other planning needs for large, vacant and/or under-utilized areas and for areas with special planning needs such as the Downtown and the Airport. Areas for Specific Plans should be large enough to:

- a. Include unique physical characteristics, such as oak woodlands, hillsides and major drainage courses that could best be preserved via methods such as common open space areas financed via development impact fees and/or density transfers which would not be possible without a specific plan.
- b. Lend themselves to a comprehensive site design utilizing a combination of attractive landscaping and open space amenities left in their natural condition;
- c. Lend themselves to long-term development phasing which can effectively be monitored and controlled;
- d. Allow for flexibility in site planning to deal with compatibility with surrounding land uses and extensive public improvement requirements.

PROGRAM: Investigate and implement, where appropriate, establishment of the Specific Plan Overlay land use category over PIA Subareas.

POLICY OA-11: Economic Development: Initiate and Support an Economic Development program to implement the City's goals for development of a business/industrial recruitment program and development of the City as the North County commercial retail center.

PROGRAM: Prepare and adopt an Economic Development Strategy that incorporates the following:

- a. Emphasizes the need to recruit various types of business and industry to maintain a diversified economic base so that economy of Paso Robles does not become dependent of one type of business.

- b. Emphasizes the need to retain and expand the existing business and industrial base so as to reduce job displacement.
- c. Strives to attain a jobs/housing ratio for the market area between 1.1 to 1.5 with a target of 1.3. The ratio of 1.3 recognizes that a significant proportion of the community are retirees and that a relatively large number of households have second wage earners.

PROGRAM: Vigorously pursue revitalization of Downtown Paso Robles using and/or supporting such programs as Redevelopment, Main Street, commercial recruitment, specific plans, Planned Development zoning or its equivalent, and other appropriate methods and programs.

PROGRAM: Pursue the development of regional shopping facilities, factory outlet stores, hotel and conference facilities, and an auto mall.

POLICY OA-12: Citizen Participation: Provide for citizen participation in the planning process.

PROGRAM: Utilize a variety of citizen participation methods such as citizen involvement mail questionnaires, various commissions and committees, and public workshops, as appropriate, in updating the General Plan, Redevelopment Plan, City Codes, and other policy documents.

PROGRAM: Make land use information, such as demographics, the General Plan, City codes and standards, in easily understood formats, readily available to the public.

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AGRICULTURE POLICIES AND PROGRAMS

POLICY AG-1: Scope: To provide for new and continuing agricultural uses, including maintaining open space for aesthetic purposes or to protect airport operations from conflicting land uses.

PROGRAM: The Agriculture Land Use Category is established as shown on Table LU-1. An Agriculture Zoning District shall be established to implement this category.

POLICY AG-2: Agricultural Preservation: Protect existing agricultural uses from incompatible urban development.

PROGRAM: Identify viable agriculture and establish buffers such as the following:

- a. Consider categorizing lands adjacent to existing agriculture for Agriculture or Residential Rural Land Use;
- b. Establish agricultural buffer easements on property proposed for urban development as a condition of approval of discretionary development applications (e.g. specific plans, subdivision maps, parcel maps, development plans), with the provision that such easements may be considered for abandonment upon termination of the existing agricultural use on the adjacent land. To help determine the appropriate area for agricultural buffers, all discretionary projects adjacent to agricultural uses will be referred to the County Agricultural Commissioner's Office for a recommendation. The recommended buffer distances contained within Table LU-2 may be used as guidelines.
- c. Where appropriate, require that solid walls and vegetative screening be incorporated into the project's plans to further minimize the impacts of encroaching into agricultural lands.

PROGRAM: Facilitate the building of a single family dwelling on each lot categorized for Agriculture land use, through considering waivers of the requirements to connect to City sewer and/or water on those lots that are a minimum of 5 acres in size where it can be proven that septic systems will not adversely impact water quality.

PROGRAM: Investigate and implement, if feasible, adoption of a "right-to-farm" ordinance.

POLICY AG-3: Urban Development Protection: Protect existing urban uses from hazards and nuisances such as pesticide/herbicide spray drift and/or noise from bird-frightening devices associated with new agricultural uses on adjacent land.

PROGRAM: Pursue the establishment of agricultural buffers for new agricultural use on property adjacent to existing urban development. Where the agricultural use is to be initiated within City Limits, the Zoning Code should be amended to require such buffers. Where the agricultural use is to be initiated within the County, the City should request that the County take measures to require such buffers.

To help determine the appropriate area for agricultural buffers, all new agricultural uses should be referred to the County Agricultural Commissioner's Office for a recommendation. The recommended buffer distances contained within Table LU-2 may be used as guidelines.

POLICY AG-4: Agricultural Uses: Permit agricultural land uses in proportion to the minimum required lot size and subject to conditions that ensure compatibility with neighboring land uses.

PROGRAM: Permit a wide range of agricultural uses within the Agriculture Category, and lesser ranges of agricultural uses, such as horsekeeping, small scale animal raising (e.g. for personal use, FFA and 4H projects), orchards, vineyards, and other crops in the Residential Rural, Residential Suburban and Single Family Residential (on $\frac{1}{2}$ acre or larger lots) land use categories. Establish standards and require larger lot sizes and conditional use permit approval where necessary to ensure compatibility with neighboring land uses.

TABLE LU-1: AGRICULTURE (AG) LAND USE CATEGORY

Purposes:

- o To allow and protect the operation of agricultural uses;
- o To provide open space;
- o To provide a viable land use in areas impacted by airport operations.

Generally-Permitted Land Uses: 1-2 primary dwelling units (du) per lot, farm labor housing, crop production, animal raising, and agricultural uses such as dairies, wineries and wine tasting rooms.

Population Density Anticipated:

- a. Minimum Lot Size: The minimum lot size to be permitted within the AG Category is 20 acres. Lot acreage may include half of the rights-of-way of adjacent public streets. Larger lots may be re-quired to conform with the criteria listed in Tables LU-3 and LU-4.
- b. Expected Dwelling Unit Density: Up to two primary dwellings will be permitted on each 20 acre or larger lot. It is expected that 75% of the land within this category will be developed to its maximum permissible capacity (i.e., that many lots will remain larger than 20 acres in area). Therefore, the expected dwelling unit density yield would be 0.08 du/gross acre (2 du/20 acres x 0.75).
- c. Expected Population Density: 0.2 persons/acre (2.57 persons per du x 0.08).

NOTE: 2.57 persons per dwelling unit is based on the State Department of Finance's 1990 population estimate for the City.

Building Intensity: Building intensity is generally expressed in terms of height and percent of lot coverage. For agricultural land uses, it is expected that primary dwellings will consist of single family dwellings that are one to two stories in height and generally range between 1,400 and 3,000 square feet in area (garage included). Agricultural buildings will vary in size with the type of agriculture being conducted on each parcel. It is expected that the lot coverage for both dwellings and agricultural buildings will average about one percent.

TABLE LU-2: BUFFER DISTANCES BY CROP

Type of Agricultural Use	Buffer Distance Range*
Vineyard	400 - 800 feet
Irrigated orchards	300 - 800 feet
Irrigated vegetables and berries	200 - 500 feet
Field Crops	100 - 400 feet
Dry farm almonds	100 - 200 feet
Rangeland/pasture	50 - 200 feet
Wholesale nurseries	100 - 500 feet
Animal Husbandry	See L.U.E.**

Source: County of San Luis Obispo, Department of
Agricultural/Measurement Standards, March 1, 1990.

* Agricultural practices associated with the production of crops are the most important contributing factor to land use conflict when development occurs in close proximity to agricultural areas. Since production practices vary considerably by type of crop, buffer distances may vary accordingly. Ranges in distance are necessary due to the influence that site or project specific factors may have.

** L.U.E. = Land Use Element of the County of San Luis Obispo, which provides ranges of distances by type of animal.

TABLE LU-3: AGRICULTURAL LAND REQUIREMENTS

Agricultural Land Use	Min. Parcel Size
<u>Irrigated</u> row crops, specialty crops, nurseries, orchards and vineyards (examples: vegetables, strawberries, cut flowers and flower seed, avocados, kiwi, other fruits and nuts, wine grapes)	20 acres
<u>Irrigated</u> pasture, field crops, grain and hay (examples: sugar beets, alfalfa, irrigated grain and hay)	30 acres
<u>Dry Farm</u> orchards, vineyards	40 acres
<u>Dry Farm</u> field crops (examples: beans, specialty field crops)	80 acres
<u>Dry Farm</u> grain and hay (examples: barley, wheat, oats, hay)	160 acres
<u>Grazing</u>	320 acres
<u>Animal Facilities</u> (dairy, horse, poultry ranch)	20 acres

Source: County of San Luis Obispo, Department of
Agricultural/Measurement Standards, March 1, 1990.

TABLE LU-4: LAND CAPABILITY CLASSIFICATIONS

<u>Land Capability Classification¹</u>	<u>Minimum Parcel Size</u>
Class I	20 - 40 acres
Class II	
Class III	80 acres
Class IV-VI	160 acres
Class VII & VIII	320 acres

1) Soil Conservation Service Classification.

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RESIDENTIAL POLICIES AND PROGRAMS

POLICY RES-1: Scope: Provide for a variety of types of residential land use categories, to serve the needs of households with different compositions (number of persons per household, age of residents, income, special needs such as handicapped).

PROGRAM: Seven residential land use categories are established as shown on Tables LU-5 through LU-11. Zoning Districts shall be established to implement each of these categories. Within each residential category, zoning districts designed to implement a category with a lower maximum density may be established. (e.g., within multiple family categories, single family residential uses may be established.)

PROGRAM: Include provisions within the Planned Development Overlay Zone or its equivalent regulations for single family residential housing, that minimum lot sizes, widths and depths specified by the underlying base zoning district regulations may be modified in order to cluster lots to preserve natural resources (e.g. oak woodlands, drainage courses) or to provide open space subject to the condition that the maximum density limits for the underlying base zoning district shall not be exceeded.

PROGRAM: Permit the building of a single family dwelling on each lot categorized for Residential Rural land use, through considering waivers of the requirements to connect to City sewer and/or water on those lots that are a minimum of 5 acres in size where it can be proven that septic systems will not adversely impact water quality.

PROGRAM: Ensure that the Land Use Element and Map are consistent with the Housing Element.

PROGRAM: Evaluate proposed amendments to the Land Use Map for their effect on the supply of housing types. If there exists a significant surplus of a particular housing type, an amendment to create more of that type may be denied; conversely, if a significant deficit of a particular housing type exists, an amendment to create more of that type may be approved.

POLICY RES-2: Affordable Housing: Affordable housing, for both senior citizen and first-time/entry level homeowners, will be given particular priority in terms of residential development. Programs will be evaluated with the purpose and intent of providing a quality living environment at an affordable price, in locations that encourage use of existing facilities and services, and where possible, enhance revitalization efforts.

POLICY RES-3: Quality of Life: As the City Council determines necessary and appropriate to preserve the community's quality of life, the City Council will consider General Plan and Zoning changes that would have the effect of reducing the quantity and density of residential development, particularly in the multiple family residential categories and zones, in order to adequately address growing concerns regarding traffic congestion, overcrowding, crime, inadequate off-street parking, insufficient open space, and other indicators of potential decline in the Community.

POLICY RES-4: Subsidized Housing: In cooperation with the Paso Robles Housing Authority, the City will strive to locate subsidized housing in a manner that will not adversely impact on residential neighborhoods.

POLICY RES-5: Home Ownership: Investigate and implement, as appropriate, opportunities to increase the supply of owner-occupied housing.

PROGRAM: In general, support the construction of new condominiums and the conversion of apartments into condominiums, where such conversion avoids tenant displacement and meets the City's current minimum standards for development of new multiple family housing.

PROGRAM: Update the Condominium conversion requirements established in the Zoning Code.

PROGRAM: Support Federal and State programs for enabling home ownership for low-moderate income households and households with special needs.

POLICY RES-6: Aging Housing Supply: Provide appropriate methods to preserve neighborhoods with an aging housing supply from deterioration.

PROGRAM: Apply the Office Professional Overlay Land Use Category in transitional areas near the downtown.

PROGRAM: Investigate and implement, as appropriate, creation of an overlay zone for areas with a significant amount of aged housing in which incentive programs may be made available for development that meets minimum specified standards.

PROGRAM: Support Federal, State and Redevelopment programs for rehabilitation of housing owned by low and moderate income residents.

POLICY RES-7: Quality: Protect residential neighborhoods from noise, loss of privacy, excessive traffic and on-street parking, inappropriate storage of recreational vehicles, and incompatible land uses and development.

PROGRAM: Densities (minimum lot sizes and/or dwelling units per acre) and design (architectural and landscaping treatment) for subdivisions (Tract and Parcel Maps) and for development plans for multiple family residential development should be compatible with existing and/or planned land uses on neighboring property.

PROGRAM: As a condition of approval of development applications, require buffers such as increased setbacks, masonry walls, dense landscaping, and/or sensitive building orientation in the following instances:

- a. Where more-intensive land uses would abut land developed or categorized for less-intensive use;
- b. Along arterial and collector streets.

PROGRAM: Limit the types of non-residential uses in residential zones to private schools, churches, quasi-public and similar uses and those types of neighborhood commercial uses provided for in Policy RES-9; require conditional use permits for all non-residential uses in residential zones.

PROGRAM: Develop and implement an ordinance that resolves problems associated with inappropriate storage of recreational vehicles in residential development through encouraging the creation of appropriate storage areas.

POLICY RES-8: Multiple Family Residential: Improve the development standards for multiple family residential as follows:

- a. Provide more usable open space (especially play areas for young children), better community appearance, and less traffic congestion;
- b. Encourage clustered multiple family residential development with increased yards/setbacks, passive and active open space, and streets that meet City street standards.
- c. Avoid excessive concentrations of high density multi-family developments, particularly housing low income families; the housing needs of low income families are better met through dispersed distribution and mixed use development.

PROGRAM: Place Planned Development Overlay Zoning or its equivalent over all multiple family residential zones.

PROGRAM: Update the zoning regulations for all multiple family residential zones to reflect general plan goals and policies.

POLICY RES-9: Neighborhood Commercial: Facilitate the establishment of individual small-scale neighborhood commercial uses (e.g. "Mom and Pop" grocery stores) in residential neighborhoods, where such commercial would enhance pedestrian-oriented development and mitigate air quality concerns but would also not disrupt the neighborhood fabric. Such uses would be subject to measures to ensure compatibility with neighboring residential development.

PROGRAM: Refer to the Neighborhood Commercial Policies and Programs on pages LU-28 and LU-29.

POLICY RES-10: Residential Uses in Commercial Land Use Categories: Permit single and multiple family residential uses in commercial land use categories to enhance pedestrian-oriented development and mitigate air quality concerns.

PROGRAM: Refer to the "Generally Permitted Land Uses" for Commercial Categories in Tables LU-12 through and LU-16.

TABLE LU-5: RESIDENTIAL RURAL (RR) LAND USE CATEGORY

Purposes:

- o To provide a transition/buffer zone between urban and semi-urban land uses and viable agricultural uses.
- o To provide an area, at the edge of the City, for relatively large lot residential development.

Generally-Permitted Land Uses: One dwelling unit per lot, crop production, animal raising, churches, and schools.

Population Density Anticipated:

- a. Minimum Lot Size: The minimum lot size to be permitted within the RR Category is 5 acres. Lot size may include half of the rights-of-way of adjacent public streets.
- b. Expected Dwelling Unit Density: One dwelling will be permitted on each 5 acre or larger lot. Within the 20 year planning period, it is expected that 75% of the land within this category will be developed to its maximum permissible capacity (i.e., that many lots will remain larger than 5 acres). Therefore, the expected dwelling unit density yield would be 0.15 du/gross acre (1 du/5 acres x 0.75).
- c. Expected Population Density: 0.4 persons/acre (2.57 persons per du x 0.15).

NOTE: 2.5 persons per dwelling unit is an average based on figures reported in the 1980 Census and the State Department of Finance's 1990 population estimate for the City. This figure will be used for all residential land use categories.

Building Intensity Anticipated: Building intensity is generally expressed in terms of height and percent of lot coverage. It is expected that dwellings will consist of single family dwellings that are one to two stories in height and generally range between 1,400 and 3,000 square feet in area (garage included). It is expected that the lot coverage will average about one percent.

TABLE LU-6: RESIDENTIAL SUBURBAN (RS) LAND USE CATEGORY

Purpose: To provide semi-rural single family residential neighborhoods.

Generally-Permitted Land Uses: One dwelling unit per lot, crop production, limited animal raising (e.g. 2 large animals [horses, cattle] per acre), churches, and schools. Commercial recreational uses such as golf courses, tennis clubs, resort hotels, and equestrian facilities may be established as conditional uses within a Planned Development Overlay Zone or its equivalent and subject to conditions to ensure that such uses are compatible with neighboring residential uses.

Population Density Anticipated:

- a. Minimum Lot Size: The minimum lot size to be permitted within the RS Category is 2.5 acres. Lot size may include half of the rights-of-way of adjacent public streets.
- b. Expected Dwelling Unit Density: One dwelling will be permitted on each 2.5 acre or larger lot. Within the 20 year planning period, it is expected that 50% of the land within this category will be developed to its maximum permissible capacity (i.e, that many lots will remain larger than 2.5 acres due to topography, land use and ownership patterns). Therefore, the expected dwelling unit density yield would be 0.2 du/gross acre (1 du/2.5 acres x 0.5).
- c. Expected Population Density: 0.5 persons/acre (2.57 persons per du x 0.2).

Building Intensity Anticipated: It is expected that dwellings will consist of single family dwellings that are one to two stories in height and generally range between 1,400 and 3,000 square feet in area (garage included) and that the lot coverage will average about two percent.

TABLE LU-7: RESIDENTIAL SINGLE FAMILY (RSF) LAND USE CATEGORY

Purpose: To provide urban single family residential neighborhoods with a density range between 1 and 4 du per gross acre (prior to dedications for streets). In order to attain an orderly land use pattern, some areas will have density caps of 1, 2, or 3 units per gross acre. Such areas are indicated on the Land Use Map as RSF-1, RSF-2, and RSF-3, respectively.

Generally-Permitted Land Uses: Single family residential housing, churches, and schools. Commercial recreational uses such as golf courses, tennis clubs, resort hotels, and equestrian facilities may be established as conditional uses within a Planned Development Overlay Zone or its equivalent and subject to conditions to ensure that such uses are compatible with neighboring residential uses.

Population Density Anticipated:

- a. Minimum Lot Size: The minimum lot size to be permitted will range between 7,000 square feet and 1 acre *exclusive of the rights-of-way of adjacent public streets*. Minimum lot sizes will be required to be increased as slope increases and where deemed necessary to be compatible with topography, to minimize grading, and to be consistent with neighboring land uses.
- b. Expected Dwelling Unit Density: One dwelling will be permitted on each lot. Within the 20 year planning period, it is expected that 75% of the land within this category will be developed to its maximum permissible capacity (i.e., that hillsides will mandate larger lot sizes and that schools, churches and open space areas will occupy several acres). Therefore, the expected dwelling unit density yield will be as follows:
 - (1) RSF: 3.0 du/gross acre (1 du/0.25 acres x 0.75);
 - (2) RSF-1: 0.75 du/gross acre (1 du/1.0 acres x 0.75);
 - (3) RSF-2: 1.5 du/gross acre (1 du/0.50 acres x 0.75);
 - (4) RSF-3: 2.3 du/gross acre (1 du/0.33 acres x 0.75).
- c. Expected Population Density:
 - (1) RSF: 7.7 persons/acre (2.57 persons per du x 3.0);
 - (2) RSF-1: 1.9 persons/acre (2.57 persons per du x 0.75);
 - (3) RSF-2: 3.9 persons/acre (2.57 persons per du x 1.5);
 - (4) RSF-3: 5.9 persons/acre (2.57 persons per du x 2.3).

Building Intensity Anticipated: It is expected that dwellings will consist of single family dwellings that are one to two stories in height and generally range between 1,400 and 3,000 square feet in area (garage included) and that the lot coverage will range between 35 percent for RSF and 6 percent for RSF-1.

TABLE LU-8: RESIDENTIAL MULTIPLE FAMILY, LOW DENSITY (RMF-L)
LAND USE CATEGORY

Purposes:

- o To provide multiple family residential neighborhoods at relatively low densities, consisting of buildings with two to three dwelling units, at densities up to 8 dwelling units per acre.
- o To permit clustered and/or attached housing production in an environmentally-sensitive location;
- o To permit multi-family development without giving the impression of a high density environment;
- o To meet the needs of persons seeking rental housing units, at various price levels;
- o To provide housing in close proximity to schools, shopping, and other services, including public transit;
- o To provide a transition zone between single family residential neighborhoods and higher-intensity land uses.

Generally-Permitted Land Uses: Single family residential housing, multiple family housing, churches, schools.

Population Density Anticipated:

- a. Minimum Lot Size: The minimum lot size to be permitted will range between 8,000 and 20,000 square feet *exclusive of the rights-of-way of adjacent public streets*. Minimum lot sizes will be required to be increased as slope increases and where deemed necessary to be compatible with topography, to minimize grading, and to be consistent neighboring land uses.

NOTE: 50' x 140' (7,000 square foot) lots created by the original subdivision of the west side of the City are considered to be equivalent to 8,000 square foot lots because of adjacent 20 foot wide alleys and 80 foot wide streets, features not shared by other lots, which typically do not have alley access and which front onto 60 foot wide streets.

- b. Maximum Dwelling Unit Density: The maximum permissible density is one (1) dwelling unit (du) for every 4,000 square feet of net lot area, with a density cap of 8 du per acre. The City may establish lower maximum densities, on an individual site basis, based on hillside development ordinance and discretionary review requirements (e.g.

TABLE LU-8 (Continued)

subdivision maps and Planned Developments or their equivalents).

Net lot area does not include the following:

- (1) The full right-of-way for interior and adjacent streets;
- (2) Areas with slopes exceeding 35 percent;
- (3) Oak woodlands (e.g. north-facing slopes with dense oak growth);
- (4) Areas within the 100 year flood zone as determined by the City Engineer;
- (5) Areas occupied by significant resources (e.g. archaeological or historical) that may be identified as a result of environmental review.

Within the 20 year planning period, on the west side of the City, where the vast majority of the land in the RMF-L category is already subdivided into 7,000 square foot lots, it is expected that 50% of the land will be developed to its maximum capacity (i.e., that many lots will remain developed with only 1 du) and that the expected dwelling unit density yield would be 4 du/acre (8 du/acre x 0.5).

Within the 20 year planning period, on the east side of the City, where there are several vacant lots in the RMF-L category, it is expected that 75% of the land will be developed to its maximum capacity (i.e., that hillsides, oak woodlands and flood zones will reduce density) and that the expected dwelling unit density yield would be 6 du/acre (8 du/acre x 0.75).

c. Expected Population Density:

- (1) West Side: 10.3 persons/acre (2.57 persons/du x 4);
- (2) East Side: 15.4 persons/acre (2.57 persons/du x 6).

Building Intensity Anticipated: It is expected that dwellings will consist of attached and detached dwellings that are one to two stories in height and generally range between 600 and 1,500 square feet in area (excluding any garages or carports) and that the lot coverage will range between 15 and 30 percent.

TABLE LU-9: RESIDENTIAL MULTIPLE FAMILY, MEDIUM DENSITY (RMF-M) LAND USE CATEGORY

Purposes:

- o To provide multiple family residential neighborhoods consisting of buildings with four or more dwelling units at densities up to 12 dwelling units per acre.
- o To provide multi-family development on sites that can accommodate increased density.
- o To meet the needs of persons seeking rental housing units, at various price levels;
- o To provide housing in close proximity to schools, shopping, and other services, including public transit;
- o To provide a transition zone between single family residential neighborhoods and higher traffic areas.

Generally-Permitted Land Uses: Single family residential housing, multiple family housing, churches, schools and radio broadcasting studios.

Population Density Anticipated:

- a. Minimum Lot Size: Minimum lot size will be the same as those prescribed for the Residential Multiple Family-Low (RMF-L) land use category.
- b. Maximum Dwelling Unit Density: The maximum permissible density is one and a half ($1\frac{1}{2}$) dwelling units (du) for every 4,000 square feet of net lot area, with a density cap of 12 du/acre. The City may establish lower maximum densities, on an individual site basis, based on hillside development ordinance and discretionary review requirements (e.g. subdivision maps and Planned Developments or their equivalents). The same restrictions on net lot area for the RMF-L category apply to the RMF-M category. The City may also permit minor changes in permitted residential density above the stated 12 du/acre when converting commercial uses and when findings can be made that such minor increases in density would result in a greater community benefit (e.g. less intensive use of a site, improved residential neighborhood compatibility, and elimination of blight).

Within the 20 year planning period, on the west side of the City, where the vast majority of the land in the RMF-M category is already subdivided into 7,000 square foot lots, it is expected that 50% of the land will be developed to its maximum capacity (i.e., that many lots will remain developed with only 1 or 2 du's) and that the expected dwelling unit density yield would be 6 du/acre ($12 \text{ du/acre} \times 0.5$).

Within the 20 year planning period, on the east side of the City, where there are several large vacant lots in the RMF-M category, it is expected that 75% of the land will be developed to its maximum capacity (i.e., that hillsides, oak woodlands and flood zones will reduce density) and that the expected dwelling unit density yield would be 9 du/acre ($12 \text{ du/acre} \times 0.75$).

- c. Expected Population Density:
 - (1) West Side: 15.4 persons/acre ($2.57 \text{ persons/du} \times 6$);
 - (2) East Side: 23.1 persons/acre ($2.57 \text{ persons/du} \times 9$).

Building Intensity Anticipated: It is expected that dwellings will consist of attached and detached dwellings that are one to two stories in height and generally range between 600 and 1,500 square feet in area (excluding any garages or carports) and that the lot coverage will range between 25 and 40 percent.

TABLE LU-10: RESIDENTIAL MULTIPLE FAMILY, HIGH DENSITY (RMF-H) LAND USE CATEGORY

Purposes:

- o To provide multiple family residential neighborhoods consisting of buildings with four or more dwelling units at densities up to 16 units per acre on sites that are 3 acres or larger in area.
- o To provide the highest permissible density, located where such density can be accommodated through sensitive site and building design;
- o To meet the needs of persons seeking rental housing units, at various price levels;
- o To provide housing in close proximity to schools, shopping, and other services, including public transit;
- o To provide a transition zone between single family residential neighborhoods and higher-intensity land uses.

Generally-Permitted Land Uses: Single family residential housing, multiple family housing, churches, schools and radio broadcasting studios.

Population Density Anticipated:

- a. Minimum Lot Size: Minimum lot size will be the same as those prescribed for the Residential Multiple Family-Low land use category. The minimum site on which the RMF-H land use category may be established is 3 acres.
- b. Maximum Dwelling Unit Density: The maximum permissible density is one and a half (1½) dwelling units (du) for every 4,000 square feet of net lot area, with a density cap of 16 du per acre. The City may establish lower maximum densities, on an individual site basis, based on hillside development ordinance and discretionary review requirements (e.g. subdivision maps and Planned Developments or their equivalents). The same restrictions on net lot area for the RMF-L category apply to the RMF-H category.

Within the 20 year planning period, it is expected that 100% of the land in the RMF-H category will be developed to its maximum capacity of 16 du/acre.

- c. Expected Population Density: 41.1 persons/acre (2.57 persons/du x 16).

Building Intensity Anticipated: It is expected that dwellings will consist of attached and detached dwellings that are one to two stories in height and generally range between 600 and 1,200 square feet in area (excluding any garages or carports) and that the lot coverage will range between 30 and 50 percent.

TABLE LU-11: MOBILE HOME PARK/SUBDIVISION (MH) LAND USE CATEGORY

Purpose: To provide areas for the development of mobile home parks and subdivisions.

Generally-Permitted Land Uses: Mobile home parks and subdivisions.

Dwelling Unit Density: The MH Category permits up to 5 du per net acre (after deducting dedications for adjacent, but not interior public streets). Within the 20 year planning period is expected that 100% of the land in this category will be developed to its maximum capacity.

Population Density Anticipated: The expected population density yield would be 12.9 persons/acre (2.57 persons per du x 5 du/acre).

Building Intensity Anticipated: Mobile homes are one story in height and generally average 1800 square feet in area (carport included); lot coverage ranges between 20 and 25 percent.

COMMERCIAL POLICIES AND PROGRAMS

POLICY COM-1: Scope: Provide for a variety of types of commercial land use categories to serve the respective needs of the neighborhood, community, regional market areas, and tourists.

PROGRAM: Five commercial land use categories are established as shown on Tables LU-12 through LU-16.

POLICY COM-2: Design of Commercial Development: Quality of design and architectural treatment, including sensitive site layout and use of materials, will be required. Strip commercial development will be actively discouraged. Downtown preservation and revitalization will be encouraged.

PROGRAM: Place Planned Development Overlay Zoning or its equivalent over all commercial zones.

PROGRAM: Update the zoning regulations for all commercial zones to reflect general plan goals and policies. Amend minimum lot size requirements to encourage master-planning of commercial development and to discourage speculation and strip commercial. Encourage the integration of neighborhood commercial uses into residential areas.

PROGRAM: Use the discretionary authority vested in approval of zoning permits and subdivision maps, and in environmental review per CEQA to require master development plans, shared access among parcels, and other appropriate methods to prevent strip commercial and minimize the number of traffic intersections.

PROGRAM: Investigate and implement, if appropriate, use of the Redevelopment Plan to assemble parcels into larger development sites.

PROGRAM: Investigate and implement, if appropriate, zoning incentives to encourage the consolidation of small lots.

PROGRAM: Develop design standards appropriate for each commercial area (e.g. for the Downtown, Creston Road Corridor, etc.)

POLICY COM-3: Downtown Revitalization: Revitalize the Historic Downtown focusing on its development as the specialty retail, government, office, cultural, conference, and entertainment center of the City and North County region.

PROGRAM: Develop land use and design standards to include, but not be limited to the following:

- a. Encouraging offices to locate in second and, where appropriate, third floor areas;
- b. Placing storefronts on the sidewalk as a means of enhancing pedestrian-oriented shopping, services, and entertainment uses;
- c. Preserving, renovating, and/or restoring historic buildings and establishing design standards that will ensure that new buildings are compatible with historic buildings.

PROGRAM: Use the redevelopment plan and process to develop and define design and development standards.

POLICY COM-4: Neighborhood Commercial: Neighborhood Commercial land uses serve the needs of local residents through providing convenience goods and services. These goods and services meet daily needs; convenience goods are typically perishable in nature. Neighborhood commercial should be located so as to encourage pedestrian and bicycle access, with the intent of reducing the length and quantity of vehicular trips and traffic congestion.

Two types of neighborhood commercial are identified as follows:

1. Neighborhood Shopping Centers, which should be located, developed, and occupied per the following standards:
 - a. They should be located at the intersection of either two arterial streets or an arterial and a collector street with no more than two such sites per intersection; ideally, such sites should be located in a location central to the neighborhood served.
 - b. They generally are 2-10 acres in size, generally corresponding to 1.5 acres per 1,000 residents;
 - c. They should be developed and maintained as a unit, under a master development plan;
 - d. They should not be occupied with types and/or amounts of commercial or office uses that would conflict with the City's Policy of revitalizing the downtown or supporting regional commercial development. Generally, offices should be limited to no more than 10 percent of the total floor area.
2. Individual Neighborhood Commercial Uses: Individual small-scale neighborhood commercial uses such as. "Mom and Pop" grocery stores in residential neighborhoods, where such commercial would enhance pedestrian-oriented development and mitigate air quality concerns but would also not disrupt the neighborhood fabric. Such uses

would be subject to measures to ensure compatibility with neighboring residential development.

PROGRAM: New Neighborhood Shopping Center sites should be shown on the Land Use Map (Figure LU-1) as general locations until such time that a development application, including an amendment to the Land Use Map, has been approved by the City Council.

PROGRAM: New Individual Neighborhood Commercial Uses may be established via a zone change and conditional use permit application in residential zones without need for a General Plan Amendment to recategorize the residential land use category. Approval of the zone change and conditional use permit applications will be subject to findings that the proposed commercial use will not disrupt the neighborhood fabric, including generation of excessive traffic and measures to ensure that the use is compatible with neighboring residential development.

POLICY COM-5: Office Professional: As part of the City's policies to revitalize the downtown and to preserve historic buildings, professional offices should be located in and around the downtown core area, including, where appropriate, historic residential areas adjacent to the downtown. Limited office-professional areas on the East Side may also be considered as a means of reducing Vehicle Miles Traveled (VMT).

PROGRAM: Encourage new professional office development in and around the downtown area in order to meet market demand and provide an economic base for continuing downtown revitalization.

PROGRAM: Establish both an Office Professional Basic Category and an Office Professional Overlay Category. The Office Professional category will replace the Residential Office Category. The Office Professional Overlay Category should be assigned primarily to areas adjacent to the downtown that have historically been used for residential purposes.

PROGRAM: Measures to facilitate the conversion of residences, within the Office Professional Category, to offices should be investigated and implemented if such implementation will not adversely impact residential neighborhoods.

PROGRAM: Revise the Zoning Code to replace the R-3-O Zone with an Office Professional Zone and to permit offices in residential zones, subject to approval of a conditional use permit, within the Office Professional Overlay Category.

POLICY COM-6: Community and Regional Commercial: Community and regional commercial land uses provide specialty and comparison goods and services that serve the entire city and may meet North

County market needs. Products and services are of a nature that they are not sought on a daily basis. The purpose and intent of providing community and regional commercial shopping facilities is to meet the goal of a balanced community (precluding the need for residents to travel distances to obtain demanded goods and services), and to provide sales tax revenues that support quality facilities and public services to the Paso Robles community.

PROGRAM: In all proposed Community Commercial-categorized areas outside downtown, and designated regional commercial locations, focus on convenience commercial land uses such as supermarkets, drug store, convenience retail sales and personal services, eating and drinking establishments, food and beverage retail sales, automobile gas stations, and consumer repair services. Require Conditional Use Permits for other land uses.

POLICY COM-7: Service Commercial: The Service Commercial land use category combines the former Highway Commercial and Commercial Light Industry land use categories to provide areas to locate services that support residents, businesses, and tourists. Retail sales should be limited to home improvement items, construction materials, wholesale goods, convenience goods (e.g. mini-markets) and similar items that are not appropriately located in the Neighborhood, Community, and Regional Commercial categories. Some light industrial uses are compatible with service commercial uses and are appropriately located among them in this category.

POLICY COM-8: Regional Commercial: Pursue development of regional shopping facilities to accommodate major anchor stores and 500,000 square feet of gross leasable space on a site or combination of sites of up to 50 acres that has easy access to and visibility from Highway 101.

PROGRAM: Actively recruit developers for these facilities.

PROGRAM: Investigate and implement appropriate public improvements critical to the development of this center.

PROGRAM: Investigate and implement appropriate incentive mechanisms.

POLICY COM-9: Factory Outlet Center: Pursue development of factory outlet stores to accommodate up to 25 factory outlet units and 200,000 square feet of gross leasable space on a site of up to 30 acres that has easy access to and visibility from Highway 101 or Highway 46 East.

PROGRAM: Actively recruit a developer for this center.

PROGRAM: Investigate and implement appropriate public improvements critical to the development of this center.

PROGRAM: Investigate and implement appropriate incentive mechanisms.

POLICY COM-10: Auto Mall: Pursue development of an auto mall on Theatre Drive to accommodate multiple dealerships on 35 acres with properties to be aligned in a linear configuration.

PROGRAM: Actively recruit dealers to locate in this area.

PROGRAM: Investigate and implement appropriate public improvements critical to the development of this center.

PROGRAM: Investigate and implement appropriate incentive mechanisms.

POLICY COM-11: Hotel and Conference Center: Pursue development of hotel and conference center facilities to accommodate up to 250 rooms and 35,000 square feet of conference center to be located in the downtown, south and/or west of the City Park.

PROGRAM: Actively recruit developers for these facilities.

PROGRAM: Investigate and implement appropriate public improvements critical to the development of these facilities.

PROGRAM: Investigate and implement appropriate incentive mechanisms.

PROGRAM: Design the Hotel and Conference Facility to protect City Park and adjacent historic structures by such mitigation measures to include:

- a. Integration of design basics, including form, space, color, materials, and other architectural components such as open space, with the character of the historic downtown;
- b. Consideration of views of the facility and the relationship it maintains with existing structures;
- c. Protection of enjoyment and use of City Park.

POLICY COM-12: Residential Use in Commercial Categories: Facilitate the establishment and maintenance of limited amounts of residential use in any of the commercial land use categories, either on the same site as a commercial use or on adjacent properties, in order to achieve the following purposes:

- a. To enhance the security of commercial uses, by having residents available for neighborhood watch during nighttime hours;

- b. To help reduce vehicle miles traveled by allowing business owners or employees to live at or nearby their work;
- c. To provide affordable housing resources for retail and service sector employees and their families;
- d. To meet the needs of senior citizens seeking affordable housing in locations close to retail stores and services.

All such residential uses should be subject to approval of a conditional use permit and conditioned to ensure that their density and physical design will contribute to a high quality of commercial development.

PROGRAM: Revise the Zoning Code to facilitate this policy.

POLICY COM-13: Limitations on Non-Taxable Retail Sales: To require that large commercial centers be primarily retail oriented to preserve and maintain the City's existing community oriented shopping centers that contain grocery stores as major attractors or "anchors" to the centers.

PROGRAM: Amend the Zoning Code, to restrict the amount of non-taxable retail space in buildings of greater than 90,000 square feet.

TABLE LU-12: NEIGHBORHOOD COMMERCIAL (NC) LAND USE CATEGORY

Purpose: To provide for the convenience shopping needs of the surrounding neighborhood.

Generally-Permitted Land Uses: Super and convenience (mini) food markets, drug stores, liquor stores, sit-down restaurants, laundromats and dry cleaning pick-up/delivery, barber and beauty shops, gasoline sales, general offices only if located within multi-tenant centers designed for neighborhood retail use, hardware stores, health spas, video rental. Limited numbers of dwelling units may be permitted to enhance security and to reduce vehicle miles traveled.

Population Density: It is expected that the amount of residential uses will not be significant in terms of generating a population density figure.

Building Intensity: Generally, one or two story buildings (some may have second story offices or apartments) that cover an average of 25 percent of the site.

TABLE LU-13: OFFICE PROFESSIONAL (OP) LAND USE CATEGORY

Purposes: To provide areas to serve the City's needs for professional office space.

Generally-Permitted Land Uses: Professional offices, medical clinics and laboratories, retail and services that support professional offices. Also included are pharmacies, coffee shops, and other ancillary retail and service land uses designed to serve the patrons and employees of professional offices when such land uses are incorporated within a professional office complex. Limited numbers of dwelling units may be permitted to enhance security and to reduce vehicle miles traveled.

Population Density: It is expected that the amount of residential uses will not be significant in terms of generating a population density figure.

Building Intensity: One to three story buildings that cover an average of 25 percent of the site.

Note: The OP-categorized site at the northeast corner of Creston and Rolling Hills Roads shall be developed in such a manner that any drive approach into Creston Road shall permit only right turns into and out of the site.

TABLE LU-14: COMMUNITY COMMERCIAL (CC) LAND USE CATEGORY

Purpose: To provide a land use category for Commercial centers that serve the City as a whole, such as the historic downtown and

the Williams Bros and Woodland Plaza Centers on the east side of the City.

Generally-Permitted Land Uses: Neighborhood Commercial uses, department stores, drug stores, variety stores, banks, offices, clinics, personal services establishments, and similar uses. Limited numbers of dwelling units may be permitted to enhance security and to reduce vehicle miles traveled.

Population Density: It is expected that the amount of residential uses will not be significant in terms of generating a population density figure.

Building Intensity: One to two story buildings that cover an average of 25 percent of the site, except in the historic downtown where buildings may be three stories and cover up to 100 percent of the site if adequate parking facilities are provided.

TABLE LU-15: REGIONAL COMMERCIAL (RC) LAND USE CATEGORY

Purpose: To provide for the retail shopping needs of the City and region.

Generally-Permitted Land Uses: Retail and service uses that serve the region as a whole: general merchandise, clothing, office supplies and stationery, specialty retail, food and drug stores, autos and recreational vehicles, electronic items (computers, audio, video equipment) sales; Master-planned auto repair centers; personal services; gasoline service stations. Limited numbers of dwelling units may be permitted to enhance security and to reduce vehicle miles traveled. Certain land uses, including, but not limited to restaurants, hotels and motels, theaters, and offices, may be considered but should be discouraged if they will have an adverse impact on downtown revitalization efforts.

Population Density Anticipated: It is expected that the amount of residential uses will not be significant in terms of generating a population density figure.

Building Intensity Anticipated: One to three story buildings that cover an average of 25 percent of the site.

TABLE LU-16: COMMERCIAL SERVICE (CS) LAND USE CATEGORY

Purpose: To provide areas for highway-related, commercial services, and light industrial uses.

Generally-Permitted Land Uses: Neighborhood Commercial uses; auto sales, rental, and repair; restaurants; motels; building and landscaping materials sales; large appliance sales and repair; equipment rental; contracted services; light manufacturing and assembly. Limited numbers of dwelling units may be permitted as conditional uses to enhance security and to reduce vehicle miles traveled. In the CS-categorized area east of the railroad and west of Highway 101, between 18th and 24th Streets, Residential Single Family and Multiple Family-Low types and intensities of development may occur as a conditional use.

Population Density Anticipated: It is expected that the amount of residential uses will not be significant in terms of generating a population density figure.

Building Intensity Anticipated: One to two story buildings that cover an average of 15 percent of the site.

BUSINESS, INDUSTRIAL AND AIRPORT POLICIES AND PROGRAMS

POLICY IND-1: Business and Industry: Develop a comprehensive strategy for development of a viable, diversified, clean, and attractive business and industrial base.

PROGRAM: The Business Park and Industry Land Use Categories are established as shown in Tables LU-17 and LU-18.

PROGRAM: Develop "Industrial Area Plans" (IAP's) for each of the geographic areas listed above for the Business Park and Industry Categories. IAP's will specify land use and development standards appropriate for each area with the understanding that these plans will eventually be adopted as a form of zoning. Summaries of issues to be addressed in each of the IAP's are shown on (Tables LU-19 through LU-25).

PROGRAM: Place Planned Development Overlay Zoning or its equivalent over all industrial zones in order to control the range of permitted land uses and development standards as a means to implement the Industrial Area Development Plans. The recommendations shown on the IAP Summaries (Tables LU-6a through LU-6i) may be used as a basis to limit the range of permitted and conditional land uses.

POLICY IND-2: Design of Business and Industrial Development: Quality of design and architectural treatment, including sensitive site layout and use of materials, will be required. Master-planning of development, providing common or complementary architectural design, consistent signage and property maintenance standards, shared vehicular access and parking, and a generally unified site plan, will be encouraged; subdivision of industrial land into parcels less than one acre in area and without master development plans will be discouraged.

PROGRAM: Update the zoning regulations for all industrial zones to reflect general plan goals and policies. Amend minimum lot size requirements to encourage master-planning of industrial development and to discourage the industrial counterpart of "strip commercial". Develop incentives to encourage the consolidation of small lots.

PROGRAM: Use the discretionary authority vested in approval of zoning permits and subdivision maps, and in environmental review per CEQA to require master development plans, shared access among parcels, and other appropriate methods to foster master planning.

PROGRAM: Investigate and implement, if appropriate, using the Redevelopment Plan to assemble parcels into larger development sites.

POLICY IND-3: Airport Services: *Expand airport services to include commuter airline operations, light air freight, and general aviation.*

PROGRAM: Maintain an updated Airport Master Plan.

PROGRAM: Periodically update the Specific Plan for the airport and surrounding area, addressing land use, development standards, and capital improvements.

PROGRAM: Actively pursue grants and other financial aids for Airport improvements.

PROGRAM: Actively seek commuter airline service to and from the airport.

POLICY IND-4: Airport Land Uses: *Ensure that land uses around the Airport further aviation needs and protect the airport expansion from conflicting land uses.*

PROGRAM: Apply the Airport Overlay Land Use Category (Figure LU-2) over all properties within the Airport Land Use Plan.

PROGRAM: Obtain aviation easements on all properties located within the Airport Overlay Category.

TABLE LU-17: BUSINESS PARK (BP) LAND USE CATEGORY

Purpose: To provide areas for clean and attractive businesses and industries in which all activities are conducted indoors. (Some limited outdoor storage and/or activities may be permitted via approval of a conditional use permit and if completely screened.) Where appropriate, compatible convenience and highway commercial land uses may be located in the Business Park Category.

The Business Park Category will be established in the following areas:

- o Airport Specific Plan Area (Airport and surrounding areas;
- o South River Road;
- o Commerce Way;
- o Ramada Drive, north of Highway 46 West.

Generally-Permitted Land Uses: To be determined by "Industrial Area Plans" (IAP's), which are summarized for each of the above areas in Tables LU-19 through LU-22. The range of uses in any area may include manufacturing, fabrication, assembly, research and development, industrial services, warehousing, wholesale distribution, convenience commercial uses, particularly those that support industrial uses (e.g. copy/blueprint services, coffee shops, convenience markets, gasoline sales).

Within the Business Park Category, nonconforming industrial land uses may be permitted to expand with City Council approval via Planned Development or its equivalent and/or Conditional Use Permit.

Population Density: Except for caretaker units, residential uses are not permitted in the Business Park land use category.

Building Intensity: One to two story buildings that cover an average of 15 percent of the site.

TABLE LU-18: INDUSTRY (IND) LAND USE CATEGORY

Purpose: To provide areas for general industrial uses that involve outdoor activities.

The Industry Category is established in the following areas:

- o North River Road;
- o 24th-28th Street (West of Railroad);
- o Ramada Drive, south of Highway 46 West.

Generally-Permitted Land Uses: To be determined by "Industrial Area Plans" (IAP's), which are summarized for each of the above areas in Tables LU-23 through LU-25. The range of uses in any area may include manufacturing and fabrication, industrial services, outside storage, auto repair, warehousing, and wholesale distribution.

Population Density: Except for caretaker units, residential uses are not permitted in the Industry land use category.

Building Intensity: One to two story buildings that cover an average of 5 percent of the site.

1. Name of the person or organization to whom the property is being transferred: [Illegible text]

2. Description of the property: [Illegible text]

3. Date of the transfer: [Illegible text]

4. Name of the person or organization from whom the property is being transferred: [Illegible text]

5. Description of the property: [Illegible text]

6. Date of the transfer: [Illegible text]

7. Name of the person or organization from whom the property is being transferred: [Illegible text]

8. Description of the property: [Illegible text]

9. Date of the transfer: [Illegible text]

10. Name of the person or organization from whom the property is being transferred: [Illegible text]

11. Description of the property: [Illegible text]

TABLE LU-19: INDUSTRIAL AREA PLAN SUMMARY FOR THE AIRPORT SPECIFIC PLAN AREA

Existing Zoning: All properties on the City's Airport (City-owned property leased for private sector use) are zoned AP,PD; properties in the City at the Highway 46 - Golden Hill Road - Union Road area are zoned CP*, C-2,PD, C-3, and C-3,PD; properties presently in the County are zoned for Agriculture.

- * NOTE: It is proposed that the School District maintenance and training facility, which occupies all of the CP-zoned land, be recategorized as and rezoned to Public Facility (PF).

Existing Land Uses:

- o Airport: light manufacturing, aircraft maintenance and storage, offices, wholesale/distribution, airport facilities, vacant land.
- o City CP, C-2,PD, C-3, and C-3,PD: RV sales, service, and storage; light manufacturing, wholesale/distribution, welding shop, nursery, offices, School District maintenance and training facility, building supplies, farm supplies and equipment, contractor's storage yard, vacant land.
- o County AG: agriculture, winery, vacant land.

Opportunities:

- o Light industrial, research and development, offices (corporate "back offices"), support commercial, aviation-related uses, commercial recreation (e.g. golf courses, RV parks)

Constraints/Problems:

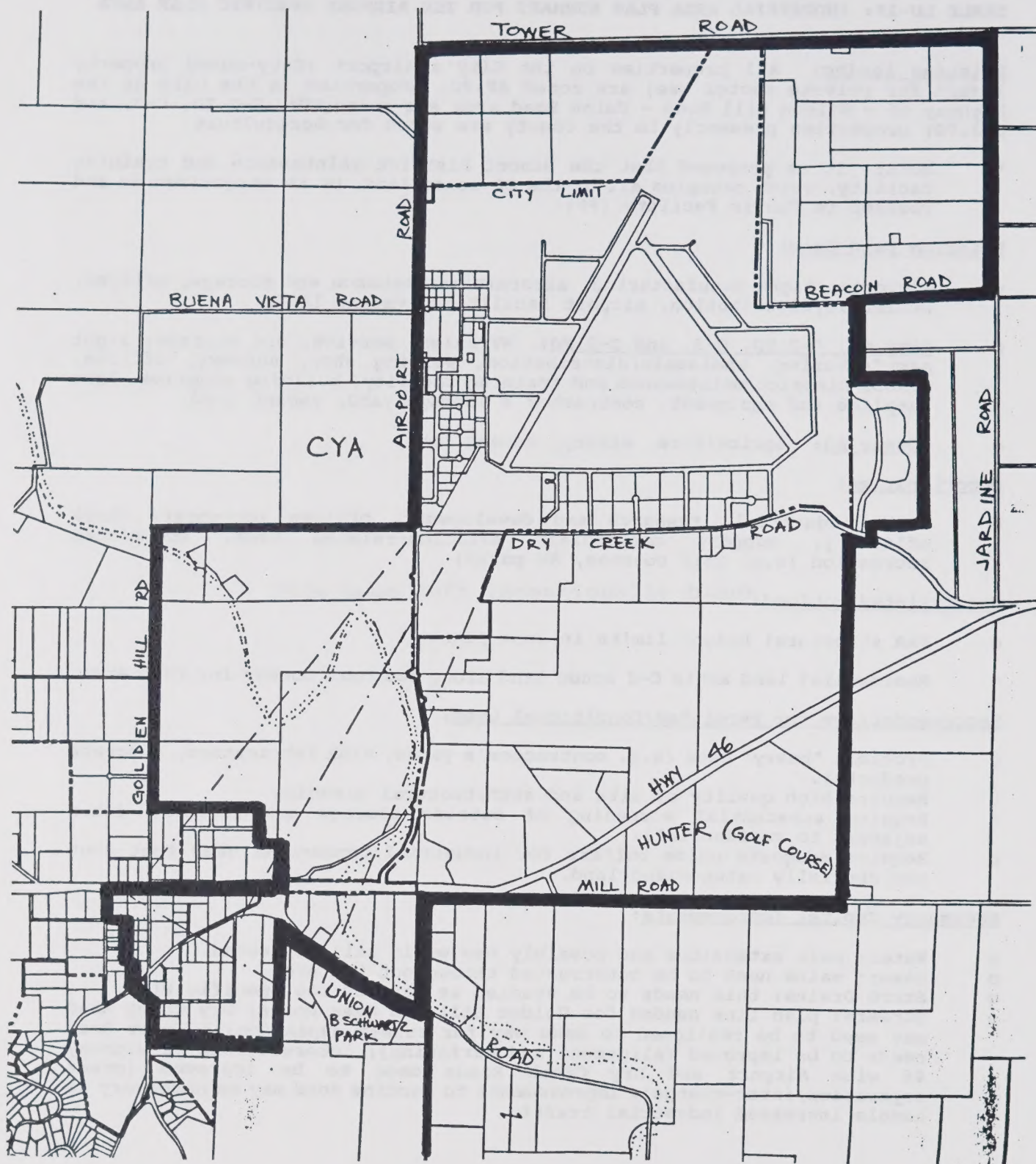
- o FAA structural height limits in some places
- o Residential land abuts C-3 zoned land along southern border for this area.

Recommendations for Permitted/Conditional Uses:

- o Prohibit "heavy" uses (e.g. contractor's yards, tank fabricators, concrete products).
- o Require high quality of site and architectural planning.
- o Require substantial screening of outside storage and lighting (when adjacent to residential).
- o Require adequate noise buffers for industrial/commercial uses that abut residentially categorized land.

Necessary Capital Improvements:

- o Water: main extensions and possibly new wells will be needed.
- o Sewer: mains need to be constructed throughout the area.
- o Storm Drains: this needs to be studied as part of the Specific Plan.
- o Streets: plan line needed for Golden Hill and Mesa Roads; Dry Creek Road may need to be realigned to make way for runway expansion; Airport Road needs to be improved (alignment and surfacing); intersections of Highway 46 with Airport and Dry Creek Roads need to be improved (grade separation/inter-change); improvements to Jardine Road may be necessary to handle increased industrial traffic.



INDUSTRIAL AREA PLAN

AIRPORT SPECIFIC PLAN

TABLE LU-20: INDUSTRIAL AREA PLAN SUMMARY FOR SOUTH RIVER ROAD AREA

Existing Zoning: This area has only one 47 acre parcel, of which approximately 40 acres are zoned PM and 7 acres are zoned OS.

Existing Land Uses:

- o vacant land

Opportunities:

- o This property is one of four sites being considered for regional commercial land use.
- o If the regional commercial center is located elsewhere, the site could be used for research and development and light manufacturing type of industrial park.

Constraints/Problems:

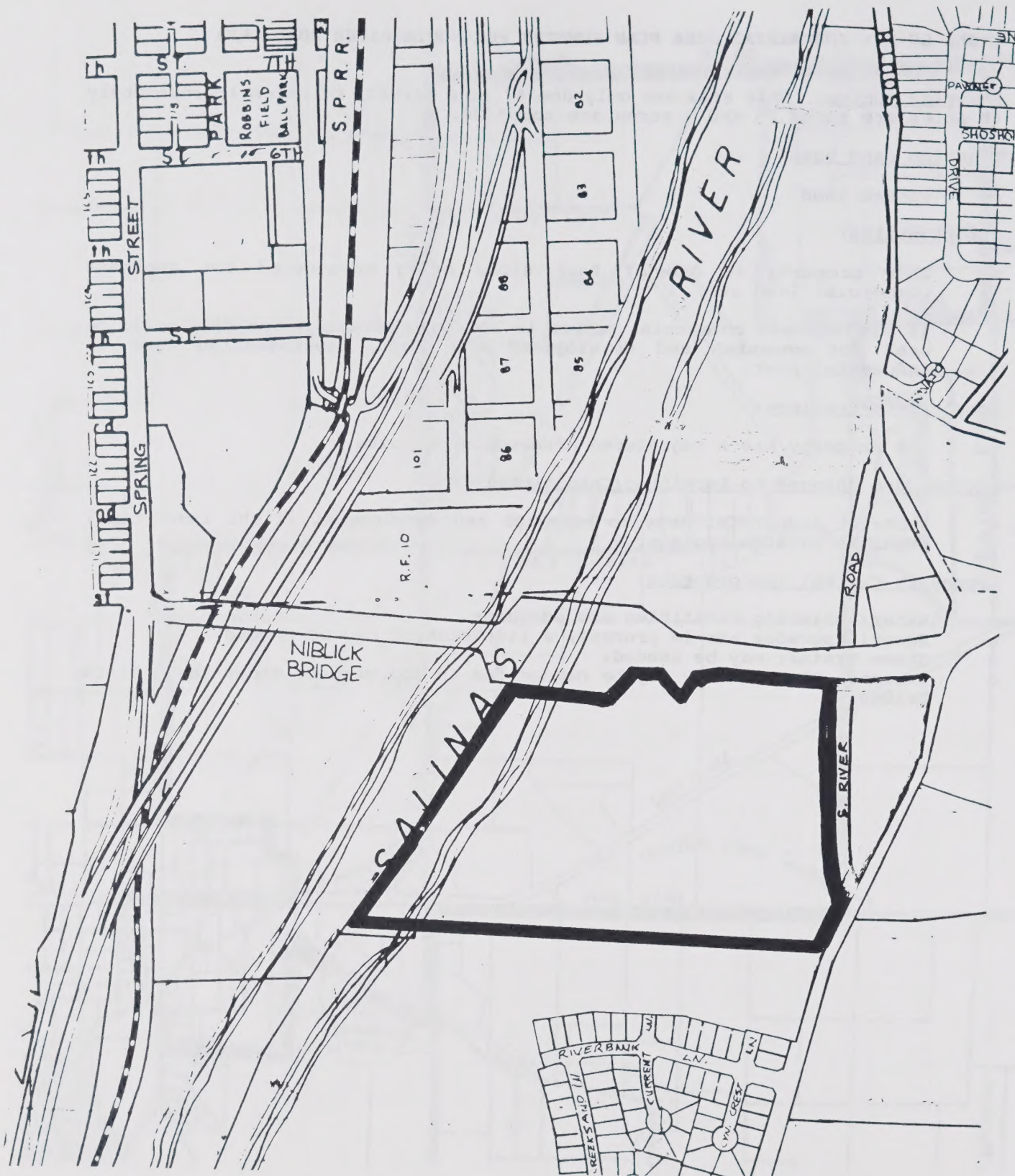
- o The property has a registered archaeological site.

Recommended Changes to Permitted/Conditional Uses:

- o Restrict industrial uses to research and development, light industrial; prohibit outside storage.

Necessary Capital Improvements:

- o Water: existing facilities are adequate.
- o Sewer: upgrades are in process; a lift station may be needed.
- o Storm Drains: may be needed.
- o Streets: Right-of-way may be needed for an approach to widen the Niblick Bridge.



INDUSTRIAL AREA PLAN

SOUTH RIVER ROAD

TABLE LU-21: INDUSTRIAL AREA PLAN SUMMARY FOR COMMERCE WAY

Existing Zoning: All properties are zoned PM.

Existing Land Uses:

- o Light manufacturing (electronics, food processing, valves, glass products, business forms printing, sheet metal products, plastics)
- o storage
- o lodge/fraternal organization
- o fire station
- o vacant land

Opportunities:

- o This area was designed to be an employment center with storage/warehousing limited to serving those manufacturing businesses in the area. Continuation of this policy would concentrate employment which, in turn, would be beneficial for limiting vehicle miles traveled in order to reduce/prevent traffic congestion and air pollution.

Constraints/Problems:

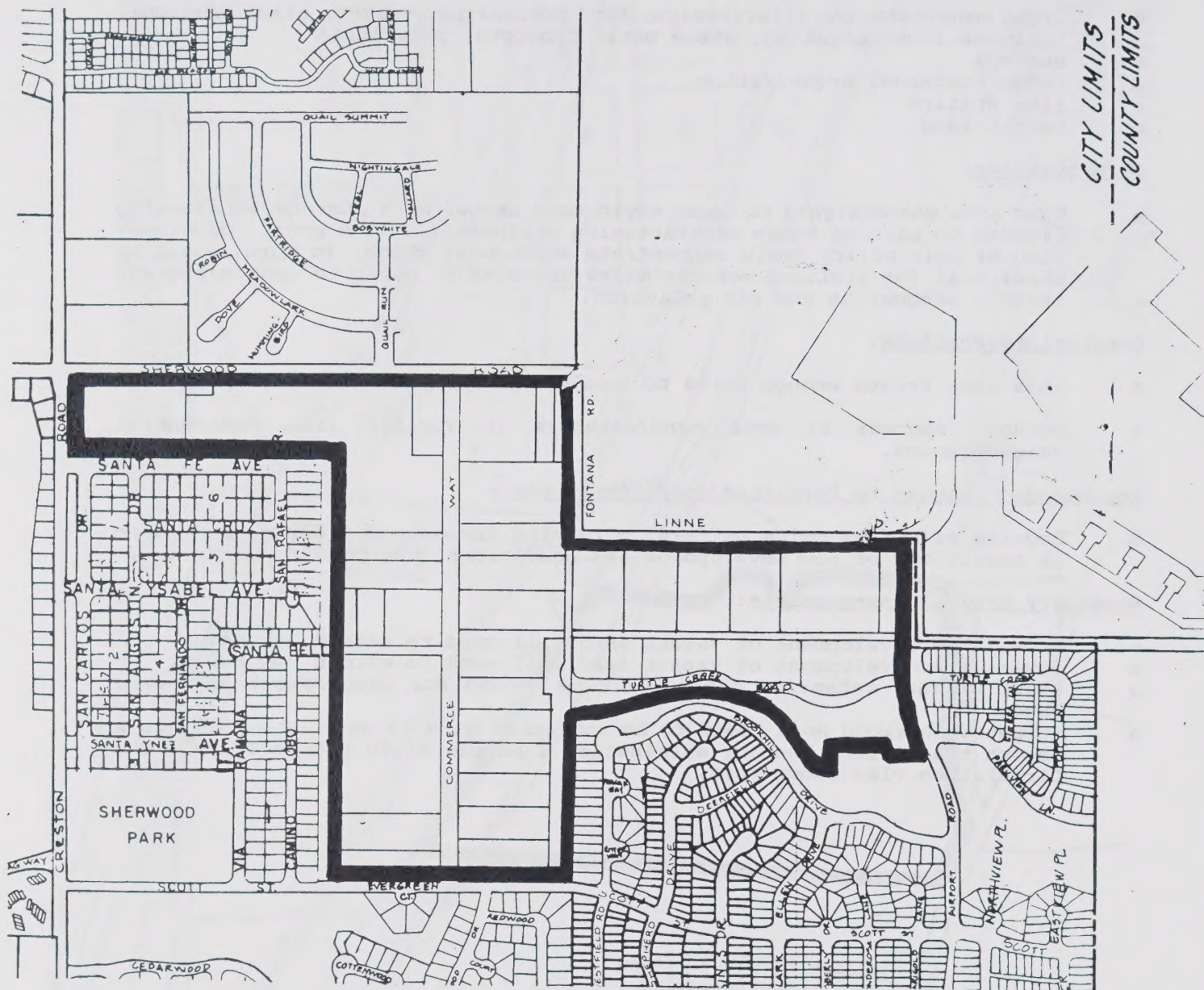
- o Some uses create enough noise to be the source of complaints.
- o Outdoor storage by some manufacturers is visible from residential neighborhoods.

Recommended Changes to Permitted/Conditional Uses:

- o Require effective noise buffers, screening for outside storage and glare as conditions of new development and conditional use permit amendments.

Necessary Capital Improvements:

- o Water: the development of vacant land will need to extend new mains.
- o Sewer: the development of vacant land will need to extend new mains.
- o Storm Drains: retention basins will be needed for development of vacant land.
- o Streets: Sherwood Road needs to be continued east to meet Linne Road in a smooth transition, thereby eliminating a series of 90 degree turns. The Circulation Plan shows this.



INDUSTRIAL AREA PLAN

COMMERCE WAY.

TABLE LU-22: INDUSTRIAL AREA PLAN SUMMARY FOR RAMADA DRIVE AREA NORTH OF HWY 46

Existing Zoning: Properties east of the railroad are zoned PM; properties west of the railroad are zoned M,PD.

Existing Land Uses:

- o contractor's yard
- o hardware and building materials
- o City well site
- o offices
- o light industrial
- o wholesale/distribution
- o storage
- o vacant land
- o sand mining (in the river bottom)

Opportunities:

- o Light industrial park with indoor uses (limited outside storage)
- o Some support commercial uses (e.g. coffee shops, printing/duplicating) may be needed in the future.
- o A potential site for region-serving retail and services.
- o Open Space preservation (east of railroad tracts; funding source to be identified).

Constraints/Problems:

- o Properties east of the railroad are accessible only via two private railroad crossings.

Recommended Changes to Permitted/Conditional Uses:

- o Without public crossings, uses on properties east of the railroad should be limited to those which generate very little traffic (e.g. agriculture, screened storage)
- o Outside storage should be screened with substantial landscaping and sight-obscuring fencing.

Necessary Capital Improvements:

- o Water: existing facilities are adequate.
- o Sewer: trunk line capacity is limited and new uses should be reviewed carefully.
- o Storm Drains: some facilities may be needed.
- o Streets: Ramada Drive needs widening (particularly in front of two developed properties); the road to the well site will need to be widened and improved if the properties east of the railroad are to develop.

TABLE LU-23: INDUSTRIAL AREA PLAN SUMMARY FOR NORTH RIVER ROAD AREA

Existing Zoning: All properties are zoned M

Existing Land Uses:

- o Contractor's Storage Yards
- o Concrete Batch Plant
- o Sand Mining
- o Mini-Storage
- o Auto Body Shop
- o Metal Tank Fabrication

Opportunities:

- o Light Industrial Park: storage buildings, "light" contractor's uses (cabinet shops, plumbing)
- o Riverfront commercial of more intensive nature
- o Park land (funding source to be identified)

Constraints/Problems:

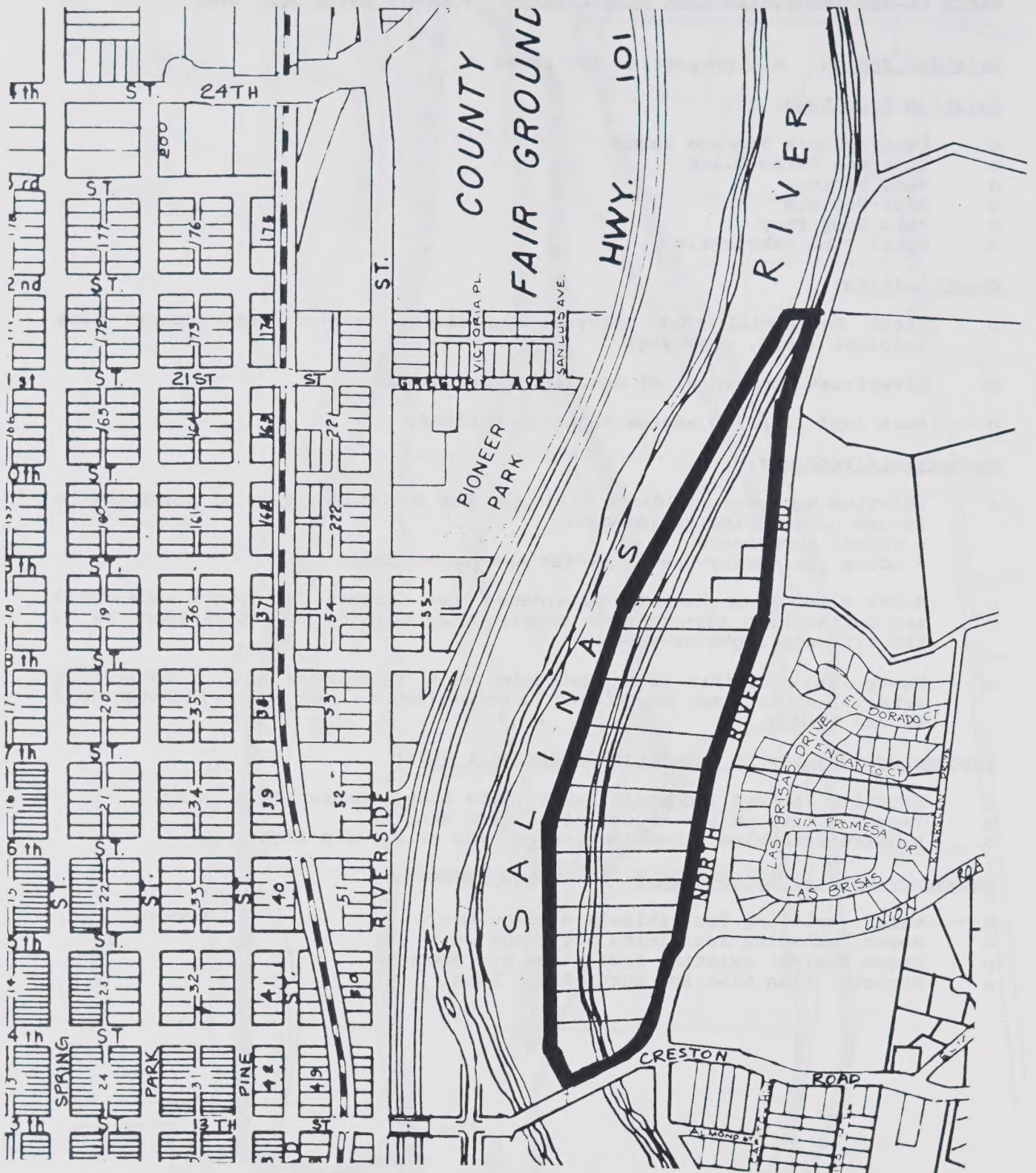
- o Existing Uses and buildings will pose the following types of nuisances to future neighboring residences:
 - visual appearance
 - noise (primarily truck traffic and processing)
- o North River Road needs to be widened (per Circulation Plan); some curbs and gutter have already been constructed; several buildings might be in the ultimate right-of-way.
- o Heavy truck traffic using multiple drive approaches into a designated arterial street; may contribute to congestion on 13th Street/Creston Road at the bridge.

Recommended Changes to Permitted/Conditional Uses:

- o Amortize "heavy" industrial uses (auto body, contractor's yards).
- o Impose limits on the amount of outside storage.
- o Require extensive screening and control of on-site lighting.

Necessary Capital Improvements:

- o Water: existing facilities are adequate.
- o Sewer: existing facilities are adequate.
- o Storm Drains: existing facilities are adequate.
- o Streets: Plan Line for North River Road.



INDUSTRIAL AREA PLAN

NORTH RIVER ROAD

TABLE LU-24: INDUSTRIAL AREA PLAN SUMMARY FOR 24TH - 28TH STREETS AREA

Existing Zoning: All properties are zoned C-3 (Note: San Luis Tank has a C-2 zoned storage lot on 26th St.)

Existing Land Uses:

- o Metal Tank Fabrication
- o Bulk Petroleum
- o Mini-storage
- o Outside storage
- o Telephone Company Yard

Opportunities:

- o Industrial uses help buffer railroad noise.

Constraints/Problems:

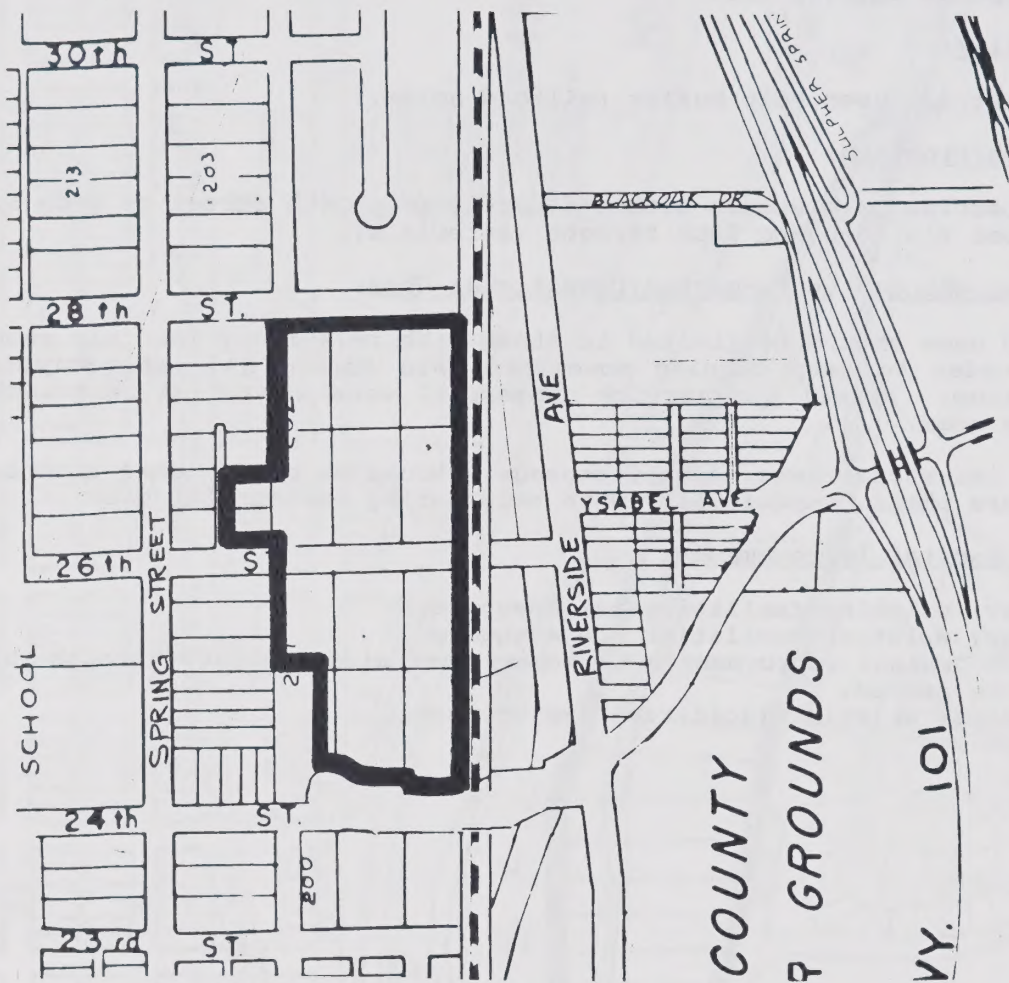
- o Properties take access either directly from 24th Street or from Spring Street via 26th and 28th Streets (arterials).

Recommended Changes to Permitted/Conditional Uses:

- o Land uses should be limited to those with relatively low trip generation in order to keep turning movements onto Spring and 24th Streets to a minimum. Retail and service commercial uses should be restricted from this area.
- o All industrial uses, except storage, should be conditional in order to ensure their compatibility with neighboring residential uses.

Necessary Capital Improvements:

- o Water: existing facilities are adequate.
- o Sewer: existing facilities are adequate.
- o Storm Drains: improvements to convey west side drainage through this area may be needed.
- o Streets: existing facilities are adequate.



INDUSTRIAL AREA PLAN

24TH-28TH STREET

TABLE LU-25: INDUSTRIAL AREA PLAN SUMMARY FOR RAMADA DRIVE, SOUTH OF HWY 46

Existing Zoning: Properties east of the Commercial Service Zone are zoned for Industry by the County's Land Use Element/Land Use Ordinance

Existing Land Uses:

- o welding & fabrication
- o light manufacturing (cabinets)
- o large sand and gravel mine (Union Asphalt)
- o RV sales & storage
- o tire sales
- o vacant land

Opportunities:

- o Possible site for regional commercial center
- o Light industrial park with indoor uses (limited outside storage)
- o Some support commercial uses (e.g. coffee shops, printing/duplicating) may be needed in the future.

Constraints/Problems:

- o Existing pattern of land uses dominated by Union Asphalt mine
- o Inconsistent land use patterns.
- o Needs annexation and City services to develop to highest and best use.

Recommended Changes to Permitted/Conditional Uses:

- o Outside storage should be screened with substantial landscaping and sight-obscuring fencing.

Necessary Capital Improvements:

- o Water: properties are served by wells.
- o Sewer: available via Templeton Interceptor.
- o Storm Drains: some facilities may be needed.
- o Streets: Ramada Drive needs widening.

POLICY PS-3: *Public facilities should be located according to their need for access by the public, compatibility with neighboring land uses, and consistent with the City's goals.*

PROGRAM: The Civic Center should be located within the historic downtown.

PROGRAM: Encourage Cuesta College, Cal Poly, and/or private colleges to develop facilities in the City.

POLICY PS-4: *Public facilities should have their own land use category in order to facilitate evaluation of the balance of residential, commercial, and industrial land uses.*

PROGRAM: The Public Facilities Land Use Category is established as shown on Table LU-27.

WATER SUPPLY:

POLICY PS-5: *Provide an adequate and safe supply of water to serve the needs of the expected build-out within the planning period and for future generations.*

PROGRAM: Salinas River: Support and defend the Live Stream Agreement to maintain a constant flow of water in the Salinas River.

PROGRAM: Supplementary Supplies: Investigate and implement if feasible, development of supplementary water supplies to mitigate and help prevent overdraft of regional aquifers. Supplementary water supplies may include the following:

- a. State Water Project: Participate in the State Water Project if the benefits and costs are such that it appears that participation would be in the public interest;
- b. Dams and Reservoirs on local creeks;
- c. Lake Nacimiento: Development of facilities to make use of water from Lake Nacimiento.

PROGRAM: Recharge of Aquifers: Investigate and implement, if feasible, development of systems and facilities to use storm water runoff and/or Nacimiento Lake water to recharge the ground water supply. Such systems and facilities may include the following:

- a. Design storm drainage systems to discharge to aquifer recharge areas;

- b. Use of pervious paving material whenever feasible to reduce surface water runoff and to aid in ground-water recharge.

PROGRAM: Conservation: Investigate and implement appropriate water conservation measures, which may include the following:

- a. Development of landscaping design guidelines, for use in Architectural Review approval, that encourage the water conservation techniques. Such guidelines should include the following methods:
 - (1) Use of drought-resistant landscaping materials;
 - (2) Grouping plants with similar water usage to reduce over-irrigation of low-water-using plants;
 - (3) Extensive use of mulch in all landscaped areas;
- b. Provision of information to the public regarding benefits of low-water-using landscaping and sources of additional assistance;
- c. Development of building design guidelines, which may include such methods as low-flush toilets, optimum location of water heaters.

PROGRAM: Investigate and implement if feasible, using reclaimed wastewater, stored rainwater, or grey water for irrigation.

PROGRAM: Maintain an updated Water Master Plan and develop needed water facilities as part of the Capital Improvement Plan/Budget.

PROGRAM: As part of the Water Master Plan or Engineering Standards and Specifications, establish water service standards for new development to include, but not be limited to: minimum pressure; provision of two sources of water to subdivisions and large development projects; use of looped systems.

PROGRAM: Maintain water quality via the following measures:

- a. Continue to monitor City wells for water quality, under State Water Resources Control Board (SWRCB) requirements.
- b. Seek to meet Regional Water Quality Control Board (RWQCB) objectives for surface water. Surface water should be analyzed at specified intervals to determine contaminants present and their concentrations.

- c. Minimize application of agricultural chemical fertilizers and pesticides and enforce conservative application of agricultural waters to prevent misuse of water resources and the contamination of local aquifers.
- d. Investigate and implement, if feasible, establishment of a household hazardous waste collection program to minimize leaching of harmful contaminants from landfills to the local aquifers.
- e. Take water samples at storm drain outfalls and detention basin inlets at regular intervals to track contaminant loading and determine the appropriate means of contaminant reduction.

SEWER SERVICES:

POLICY PS-6: Provide adequate wastewater treatment capacity and sewer mains to serve all parcels in the City, except large parcels (five or more gross acres) that are categorized for Agriculture and Residential Rural Land Use.

PROGRAM: Maintain an updated Sewer Master Plan and develop needed sewer facilities as part of the Capital Improvement Plan/Budget.

PROGRAM: Require sewer connection for all new buildings except where the City Council may approve a waiver for large parcels (five or more gross acres) and for parcels at least one gross acre in size where topography and/or other physical constraints would make sewer connection economically infeasible.

PROGRAM: Require the abandonment of all septic systems at such time that both sewer becomes available to a parcel and sewer connection is ordered by the City Council.

PROGRAM: Plan to have additional wastewater treatment facilities to increase treatment capacity beyond the present 5.0 MGD on line prior to reaching capacity. However, make sewer connection based on a first-come, first-served basis.

PROGRAM: Provide priority service to commercial and industrial development areas before committing to service additional residential development outside the City Limits on January 1, 1991. If treatment and/or trunk line capacities are insufficient to serve projected commercial and/or industrial development, service to new residential areas shall be delayed until new and adequate treatment facilities are built.

PROGRAM: The City's 20-Year Capital Improvements Plan Schedule of Projects for the Fiscal Years 1990-2010 should include the following:

- a. An extension of the Airport Business Park and Airport collection system;
- b. Upgrades for lift stations (#1, 2, and 3);
- c. Addition of a River Road Interceptor Relief Main and a Munari Relief Main;
- d. Sludge bed paving, CYA Wastewater Treatment Plant Pretreatment Conversion; and
- e. Addition of an Hydrogen Sulfide Treatment Digester.

STORM DRAINAGE:

POLICY PS-7: *Provide storm drain systems that efficiently and safely convey run-off to the Salinas River, Huerhuero Creek, or to detention basins in order to reduce existing flooding problems and to assist in the prevention of new flooding impacts.*

PROGRAM: Update the Storm Drainage Master Plan. Include within the updated plan, development standards that include, but are not limited to the following:

- a. If development occurs in the upper one-third of a watershed basin, detention basins should be constructed to prevent overflow of waterways and inundation of developed areas.
- b. Direct surface water runoff from developed areas to storm-water detention basins whenever possible. The basins should be designed such that "first flush" flows are allowed to infiltrate the basin.
- c. Maintain natural streams to provide, at minimum, flow capacity for 100-year storm.
- d. Discourage channelization or other alteration of streams within the PIA.
- e. Develop floodplain acquisition, flood control projects, and recharge programs to mitigate increased runoff from new development. These projects should be funded by developers, at rates proportional to the projected increase in runoff associated with their developments.

- f. Discourage or carefully control development and/or land use activities within 100 year flood areas.

PROGRAM: Develop needed drainage facilities as part of the Capital Improvement Plan/Budget.

EMERGENCY SERVICES:

POLICY PS-8: *Minimize hazards to people and property caused by fire, crime and related causes.*

PROGRAM: Maintain Mutual and Automatic Aid Agreements with regional fire prevention and law enforcement agencies.

PROGRAM: Update the Safety Element of the General Plan.

PROGRAM: Incorporate fire and crime prevention measures in the design and construction of new development via the following:

- a. Seek Fire and Police Department comments on development applications;
- b. Adopt the latest version of the Uniform Building and Fire Codes and related building safety codes;
- c. Implement the Building Security Ordinance.
- d. Incorporate concepts of "defensible space" (these concepts stress the importance of physical design and surveillance as techniques to deter crime) should be sought in reviewing development projects.

PROGRAM: Investigate and implement, if feasible, the installation of an override system to the street signal system for use by the Police and Fire Departments and emergency medical services to reduce delays in response time.

PROGRAM: Maintain a ratio of 0.5 non-sworn and between 1.4 and 1.6 sworn Police Department staff for every 1,000 residents.

PROGRAM: Establish additional neighborhood watch programs in existing and new neighborhoods.

PROGRAM: Update the City's Fire Department Master Plan to provide for new stations to be located to enable the Fire Department to meet the City's emergency response time of four minutes. Said master plan should consider the following:

- a. Abandon the current Main Station at 623 13th Street and build a headquarters fire station in the approximate area between 1st and 6th Streets. A new station should be equipped with two 1,500 gpm engines, one ladder truck, and one rescue/quick attack vehicle;
- b. Require another fire station in the general area of 24th to 28th Streets. A station in this location should be equipped with a 1,500 gpm engine;
- c. Add three bays to existing Sherwood Station, and add a 1,500 gpm engine;
- d. Require a new Airport Station on airport property. This station should be equipped with a rapid intervention vehicle and a tanker.
- e. Require a fire station in the general area of SR 46 West and Highway 101, except under the Existing Zoning and No Project Scenarios. This station would serve Subareas E, F, G, and H of the PIA with one 1,500 gpm engine, one 1,000 gpm wildland/structure engine, and one rescue/quick attack vehicle;
- f. Require a fire station in the general area of Golden Hill Road and SR 46 East. This station would serve Subareas B and C of the PIA with two 1,500 gpm engines and one rescue/quick attack vehicle;
- g. Require a fire station in the Creston Road/Neal Springs Road area. This station would serve Subarea E of the PIA with one 1,500 gpm engine and one 1,000 gpm engine.

PROGRAM: As part of the update the City's Fire Department Master Plan consider the following mitigation measures:

- a. Establishment of a ratio of 1.0 to 1.3 firefighters per 1,000 population.
- b. Establishment of the following thresholds, which if exceeded, would require additional water supply and fire stations:
 - (1) When 750 to 800 additional dwelling units develop outside the four minute emergency response time in an area where a fire station is proposed, the City should begin siting studies for the station and include planning and construction in its five-year capital improvement program. Sufficient water supply for fire flow should be provided by the City; and

- (2) When 1,500 additional dwelling units develop outside the four minute response time in an area where a fire station is proposed, the City should provide or require the provision of the fire station. This threshold indicates that service response may not enable firefighters to prevent severe structural damage. Addition of a fire station, firefighters and equipment in the appropriate area should be necessary before construction of housing development is completed, unless property owners and developers agree to install onsite fire suppression measures such as sprinkler systems.
- c. Requiring residential sprinkler systems in all new single and multiple family structures,

SOLID WASTE DISPOSAL:

POLICY PS-9: *Ensure that the City's landfill maintains sufficient capacity to serve the needs of the City's expected population and business needs within the planning period.*

PROGRAM: Support and participate in an update to the County Solid Waste Management Plan (adopted in January, 1977).

PROGRAM: Investigate the costs and benefits of either reserving use of the landfill to residents and businesses located within City limits or charging a higher rate for County users.

PROGRAM: Reduce the amount of solid waste to be taken to the landfill via considering such methods as:

- a. Requiring trash compactors for new dwellings and developing an incentive program to encourage retrofitting of older homes with trash compactors;
- b. Investigating and implementing, if feasible, appropriate recycling programs including, for industrial uses, source reduction and recycling, at the point of manufacture or use, of products which generate waste;
- c. Developing a City-operated compost facility;
- d. Developing and implementing methods to reduce the amount of wood and yard wastes being landfilled.
- e. In support of California laws recently enacted to encourage recycling, the City should sponsor programs to increase local community involvement, especially with regards to glass, paper, cardboard, and aluminum

recycling. As stated in the City of Paso Robles 20 Year Capital Improvements Plan Schedule of Projects Fiscal Years 1990-2010, the City should set up a recycling yard, recycling storage bins, and a curbside collection of recyclables.

PROGRAM: Initiate studies and permit requests to expand existing landfill at least five years prior to expiration of its expected useful life.

LIBRARY:

POLICY PS-10: *Provide adequate library services to the residents of Paso Robles.*

PROGRAM: Build a new library that will be, or can be expanded to, approximately 28,000 square feet, in a location that is easily accessible to children and adults; retain and restore the existing Carnegie Library.

PROGRAM: Investigate and implement if feasible, addition of new outreach programs, including a Book Mobile Program, to serve the eastern side of the PIA.

PROGRAM: Implement shut-in library services and library services to the handicapped. Circulate materials to the homebound, and schedule visits by specialists who could provide programs for the handicapped.

PROGRAM: Investigate and implement, if feasible, provision of branch libraries to serve development areas east of the City core. These branch libraries should:

- a. Provide 0.5 square feet per capita as a minimum;
- b. Contain a minimum of 5,000 square feet overall;
- c. Be located on a well-travelled thoroughfare;
- d. Be where people congregate, not necessarily where they live; and
- e. Be accessible by car, bicycle, foot, and public transportation as it becomes available.

PARKS AND OPEN SPACE:

POLICY PS-11: *Provide for the development and reservation of both public and private land to satisfy the City's open space and recreation needs.*

PROGRAM: Establish the Parks and Open Space Land Use Category as shown on Table LU-27.

PROGRAM: Apply the Park and Open Space Category to parcels or portions of parcels that either have been specifically developed for open space/recreational purposes as a transfer of development rights in exchange for development of adjacent property (e.g. Paso Robles Golf and Country Club), or have environmental constraints such as the floodplains of the Salinas River and the Huerhuero Creek, steep and/or wooded hillsides.

PROGRAM: Investigate and implement, if feasible, acquisition of land, in fee or in easement, within the floodplains of the Salinas River and the Huerhuero Creek for the development of a park, equestrian paths or other appropriate public active recreational uses.

In the interim, require irrevocable (perpetual) offers of dedication for land as a condition of approval of discretionary development applications. These irrevocable offers will not be accepted until said investigation has been completed and a decision has been made to acquire floodplain lands.

PROGRAM: Update the Parks and Recreation Element. Include within this update the following policies and programs:

- a. Investigate and implement, if feasible, creation of a green belt of hiking and biking trails which would connect the parks in the City to create a cohesion to the open space and recreational areas in Paso Robles.
- b. Design park and recreational facilities to serve the recreational and social interaction needs of neighborhood residents of all ages, economic situations and physical conditions of the area. The landscaping and design should relate to the recreational needs of the surrounding neighborhood. Teenagers, adults, and young children would benefit from hard-surface courts of half-courts for basketball games, perhaps tennis courts or backboards. Elderly residents would benefit from sheltered enclosures with views out to activity areas, or gardening areas. Very young children require a structured play area, with elements such as water, sand, and climbing structures, separated from older children and teens, with benches for mothers.

PROGRAM: Update the Conservation and Open Space Elements. Include within this update the following policies and programs:

- a. Residential development patterns should emphasize the relationship of living units to open space;
- b. Cluster housing should be permitted in areas categorized for residential or agricultural land use in order to provide permanent open space.
- c. Institutional uses should be required to complement the natural environment in their location and design;
- d. Agricultural land use should be coordinated with adjacent development and with the preservation and promotion of permanent open space.
- e. When possible, development shall be designed to promote and preserve agricultural environments.
- f. A substantial amount of open space should be provided and preserved throughout the City of Paso Robles by identifying as "high visual impact" those areas within or abutting significant stands of oak trees or visible hillside open space.
- g. Transfer of development rights from open space lands to other lands should be investigated and implemented if feasible;
- h. Projects should be designed to fit the natural landform; the site should not be significantly altered to accommodate the project.
- i. Provide perimeter landscaping with large shrubs and trees at the City's edge, between new development and unincorporated land, to buffer and screen the City boundary and blend with the open space character of the surrounding countryside.
- j. For new development located on ridges and hills, provide a generous parcel-and-building setback from the edge of the downhill slope, where the slope exceeds 15 percent.

PROGRAM: Require multiple family residential development to provide on-site open space and recreation space and amenities proportionate to the number of dwelling units in a project.

PROGRAM: A zoning district to permit the types and intensities of land uses applicable to the Parks and Open Space Land Use Category may be established on properties that are categorized for residential land use as a means of permitting the development of recreational uses that are compatible with residential uses but postponing residential

development until adequate resources (City services and facilities) for residential development are available.

PUBLIC SCHOOLS:

POLICY PS-12: *Support the public school districts' efforts to ensure that new development mitigates its impacts to public schools, particularly in avoiding overcrowding conditions. The following programs should be implemented unless the City Council finds that specific economic, social, environmental or other considerations make infeasible implementation of the program or aspect of the program in a particular situation. The following programs should be implemented unless the City Council finds that specific economic, social, environmental or other considerations make infeasible implementation of the program or aspect of the program in a particular situation.*

PROGRAM: Enable the collection of those impact fees for development of capital facilities for public schools that are permitted by State Law to be applied to the issuance of building permits.

PROGRAM: Investigate and implement, if feasible, means to eliminate shortfalls that may result from the insufficiency of those impact fees to fund the acquisition of sites and construction of public schools. Such means may include, but would not be limited to, the following:

- a. Conditioning legislative actions such as specific plans and rezones upon payment of supplemental fees, or making dedications of land in lieu of fees; arrangements should be investigated to enable such fees to be paid or dedications to be made at either the time of building permit issuance or prior to issuance of a Certificate of Occupancy.
- b. Formation of Community Facilities (Mello-Roos) Districts which include funding for acquisition of sites for and construction of public schools.

PROGRAM: Support the school districts' request that public school sites be located in accordance with the following standards:

- a. Elementary Schools (grades K-5) need 10 acres of relatively flat or gently rolling land located in the center of an area with approximately 590 students, on a collector street and preferably not on an arterial street;
- b. Middle Schools (grades 6-8) need 20 acres of relatively flat or gently rolling land located in the center of an

area with approximately 900 students, on either a collector or an arterial street;

- c. High Schools (grades 9-12) need 40 acres of relatively flat or gently rolling land located in the center of an area with approximately 2250 students and on an arterial street.

PROGRAM: Refer development applications to the Paso Robles Union School District, Paso Robles Joint Union High School District, and Templeton Unified School Districts for comments and information. Seek to minimize traffic and circulation problems in the vicinity of school sites.

PROGRAM: Facilitate the provision of schools by continuing to work closely with the school districts during the site selection and development process. For example, when development proposals are submitted for large projects triggering needs for additional schools, the districts should determine which parcels would be appropriate school sites, and specify appropriate location, accessibility and land use compatibility standards for school site selection.

UTILITIES SERVICES:

POLICY PS-13: *Facilitate the provision of adequate electric, gas, phone, and cable TV utilities to each parcel.*

PROGRAM: Refer development applications to utility companies for their comments and information.

PROGRAM: PG&E's facilities, such as substations and transmission lines should be classified as either permitted or conditional uses, in all zoning classifications. This would assist PG&E in maintaining the reliability of its service and insure that its facilities are compatible with the surrounding land uses.

PROGRAM: Easements should be required for all gas mains not installed in the public right-of-way.

POLICY PS-14: *All electrical, telephone, and cable TV transmission lines (except 70kv or greater electrical) should be placed underground.*

PROGRAM: As a condition of approval of subdivision maps, development plans, and building permits for new buildings, require all new transmission lines and those existing overhead lines located on-site and along the site's perimeter to be placed underground.

TABLE LU-26: PUBLIC FACILITIES (PF) LAND USE CATEGORY

Purpose: To provide a land use category for facilities owned and operated by public agencies (City, County, State, and local districts). Public school sites are included within this category.

Generally-Permitted Land Uses: City Facilities: Civic Center; Fire Stations; Police Station; Library; Wastewater Treatment Plant; Maintenance and Equipment Yards; Solid Waste Disposal Site; Well Sites; Water Tank Sites; Airport Runways and Clearzones. County Maintenance Yard. School District: Schools, Administrative Offices, Bus Maintenance Facility. Cemetery District: Paso Robles Cemetery. 16th Agricultural District: Mid-State Fair Grounds. State: California Youth Authority.

Population Density Anticipated: Residential uses are not permitted in the Parks and Open Space Category. (Exception: California Youth Authority, which is a residential correctional facility.)

Building Intensity Anticipated: Varies with the facility: some sites (parks, airport are open land; some have one or two story buildings that cover between 1 and 50% of the site.

TABLE LU-27: PARKS AND OPEN SPACE (POS) LAND USE CATEGORY

Purpose: To provide a category for public and private properties that are to be used only for open space and recreation.

Generally-Permitted Land Uses: Parks, City-owned land in the Salinas River and along creeks and steep, wooded hillsides; golf courses; hotels and motels in close proximity to golf courses; commercial recreation.

Population Density Anticipated: Other than caretaker units and transient/visitor occupied hotels, motels, and other such facilities paying City transient occupancy tax and meeting zoning code requirements, residential uses are not permitted in the Parks and Open Space Category (Hotels and motels are considered commercial uses.)

Building Intensity Anticipated: 0 - 1 percent

OVERLAY LAND USE CATEGORIES

Overlay Land Use Categories are established in combination with basic land use categories in order to achieve certain land use objectives. They do not serve to modify population density or building intensity in the basic, underlying land use categories.

The overlay land use categories are as follows:

SPECIFIC PLAN (SP): Specific Plan Overlay Land Use Categories may be established where infrastructure needs, land use patterns, or other significant land use related issues indicate a need to require the preparation and adoption of a Specific Plan, as defined by California Government Code sections 65450 et seq. In such instances, the City may require completion of a specific plan prior to approval of a subdivision or development plan for any property located within the Specific Plan Category.

Following the adoption of a Specific Plan, the owners of property within a Specific Plan area may be required to reimburse the City for their pro-rata share of the cost of preparing and administering said plan in a manner prescribed by Government Code section 65456. Such reimbursement will be due prior to approval of a tentative subdivision (tract or parcel) map, development plan or a building permit, whichever occurs first, for their property.

Within specific plan areas, a fee schedule may be established to provide adequate funding for on- and off-site public facilities and improvements of benefit to properties within the designated specific plan areas. Such fees are above and beyond any property-specific or City-wide property taxes, fees, charges, or assessments.

Although the SP overlay does not itself modify land uses, the adoption of a specific plan, pursuant to the SP overlay category, and consistent with underlying basic land use categories, can have the effect of modifying underlying zoning districts and their regulations.

The Specific Plan Overlay Category is shown on the Land Use Map (Figure LU-1).

Chandler Ranch Specific Plan: The following shall be permitted within the Chandler Ranch Specific Plan without need for a General Plan Amendment:

a. Modifications may be made in boundaries between Residential Rural basic land use category within the Specific Plan Area and the Parks and Open Space basic land use category for Barney Schwartz Park (whose present boundaries are outside of the Specific Plan Area) without need for a General Plan Amendment,

provided that the usable area in Barney Schwartz Park is not diminished.

b. Office and residential uses (mixed uses) may be developed within commercial basic land use categories.

c. Residential land use types and densities may not exceed the overall density prescribed for the particular Residential Single Family category assigned to the area. For example, if 100 acres are categorized RSF-2 (2 units per acre maximum density), apartments or condominiums may be developed as long as the total number of residential units in the 100 acres does not exceed 200 (100 acres x 2 units per acre). Both Residential Single Family and Residential Multiple Family land use types and densities are specifically authorized by the adopted Specific Plan.

AIRPORT (AP): The Airport Overlay Category is established over all property included within the Airport Land Use Plan. The Airport Land Use Category is established over all lands identified in the 1977 Airport Land Use Plan adopted by the County Airport Land Use Commission.

The AP Overlay Category is not shown on Figure LU-1. The Airport Land Use Plan Maps are adopted by reference. It should be noted that the City is preparing an update to the Airport Land Use Plan to be submitted to the County Airport Land Use Commission to be considered for adoption in 1991. Upon its adoption, the updated Airport Land Use Plan shall determine the boundaries of the Airport Overlay Land Use Category.

AIRPORT NOISE DISCLOSURE: The City Council's adopted Vision Statement for the Paso Robles Municipal Airport calls for the facility to serve as a "Regional Airport". Continued expansion of airport operations can be expected to include generation of aircraft related noise.

Within close proximity of the Airport the City can restrict land uses to insure compatibility with current and future airport operations. For areas further away from the Airport, noise will still be perceived. Although the level of impacts is not anticipated to be significant in terms of environmental impact, the presence of aircraft noise could well be a source of annoyance to property owners.

Based on the relationship of take-off patterns, the current and continued use of the Paso Robles Municipal Airport for California Department of Forestry fire suppression efforts, and the real potential for various type of aircraft including but not limited to those with jet engines, and uncertainty regarding the permanence of existing flight patterns, aircraft noise is

anticipated to have continuing and potentially increasing impacts on land uses within the current and future boundaries of the City of Paso Robles.

In order to help insure compatibility of the Paso Robles Municipal Airport with future land uses that might be impacted by aircraft noise, it is the policy of the City Council to insure maximum reasonable disclosure of aircraft noise impacts. With that goal in mind, as a condition of new discretionary land use and development approvals the City will include a requirement calling for a recorded "Notice of Airport Operations Plans" to alert future property owners of the City's plans to continue to expand operations at the Paso Robles Municipal Airport. The notice requirement would apply to all properties within the current and future boundaries of the City of Paso Robles.

FLOOD-HAZARD AREAS (FH): The Flood Hazard Area Overlay Category is established over all lands identified by the 1981 Flood Insurance Rate and Flood Boundary and Floodway Maps, dated December 16, 1981, prepared by the Federal Emergency Management Agency (FEMA).

The FH Overlay Category is not shown on Figure LU-1. The FEMA Maps are adopted by reference. If, for a particular property, a flood hazard area is not clear or if there is incomplete information from the FEMA maps, the City Engineer may require a drainage study to define the areas subject to inundation by a 100 year storm prior to acceptance of any application for a subdivision map, development plan or building permit.

OFFICE PROFESSIONAL: The Office Professional Overlay Category may be established as provided under Commercial Land Use Policies.

The Office Professional Overlay Category is shown on the Land Use Map (Figure LU-1).

FIGURE LU-1: LAND USE MAP

The land use map on the following pages shows the following land use categories:

Basic Land Use Categories:

Agriculture (AG)

Residential Rural (RR)

Residential Suburban (RS)

Residential Single Family (RSF)

Residential Multiple Family, Low Density (RMF-L)

Residential Multiple Family, Medium Density (RMF-M)

Residential Multiple Family, High Density (RMF-H)

Mobile Home Park/Subdivision (MH)

Neighborhood Commercial (NC)

Office Professional (OP)

Community Commercial (CC)

Regional Commercial (RC)

Commercial Service (CS)

Business Park (BP)

Industrial Planned Development (IPR)

Public Facilities (PF)

Parks and Open Space (POS)

Overlay Land Use Categories:

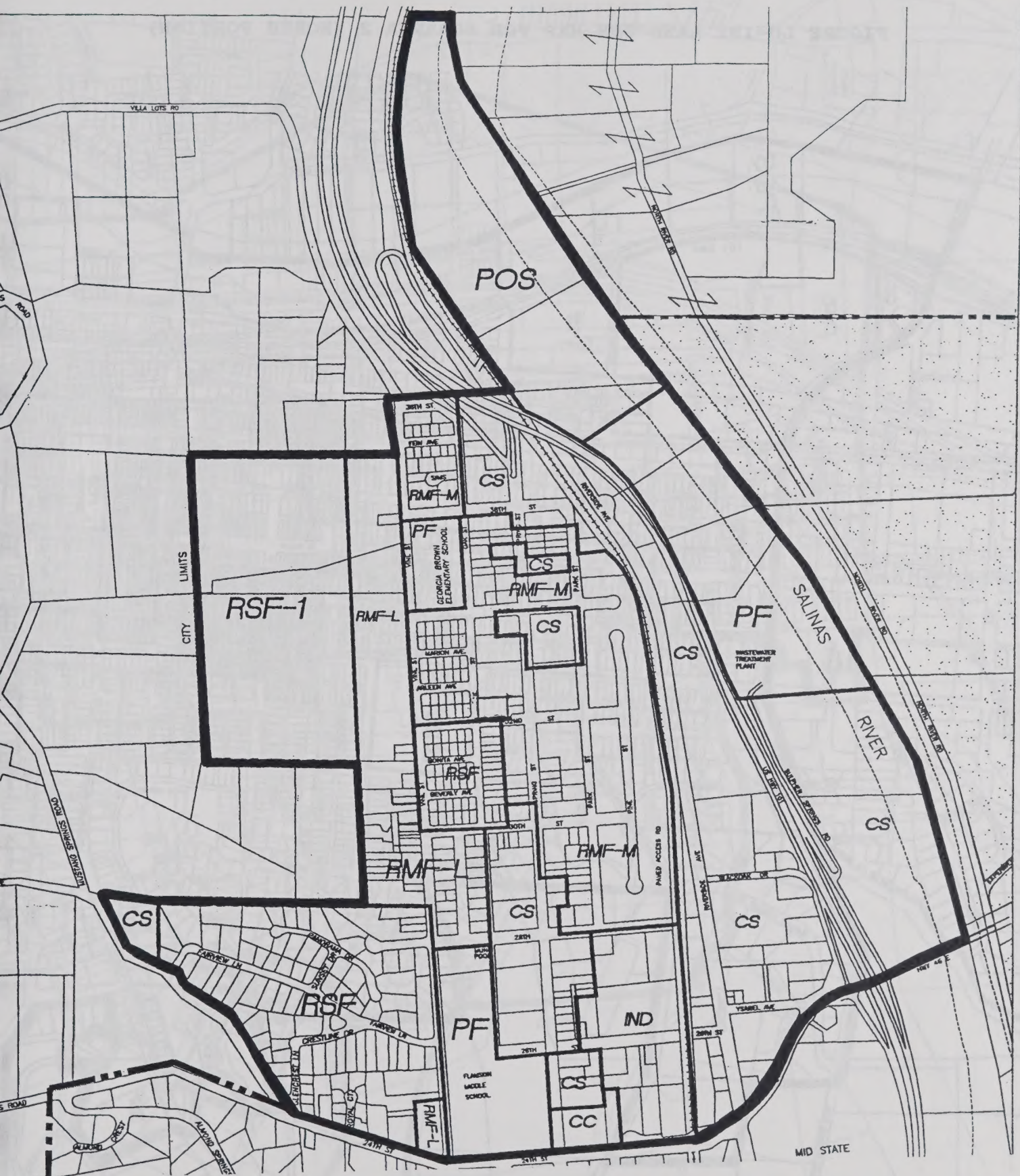
Specific Plan (SP)

Office Professional (OP)

A description of the purposes, population density, building intensity, and permitted uses for each basic category is contained on Tables LU-1, LU-5 through LU-18, LU-26 and LU-27.

In order to fit into the binder/notebook format, the Land Use Map has been divided into the 11 subareas within current City limits and the 10 Planning Impact Area subareas. (These subareas are labeled "A" through "J" and are presently under County jurisdiction.) A complete map of the City and Planning Impact Subareas is shown on Figure LU-2 on page LU-88.

FIGURE LU-1A: LAND USE MAP FOR SUBAREA 1



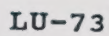


FIGURE LU-1C: LAND USE MAP FOR SUBAREA 2 (SOUTH PORTION)

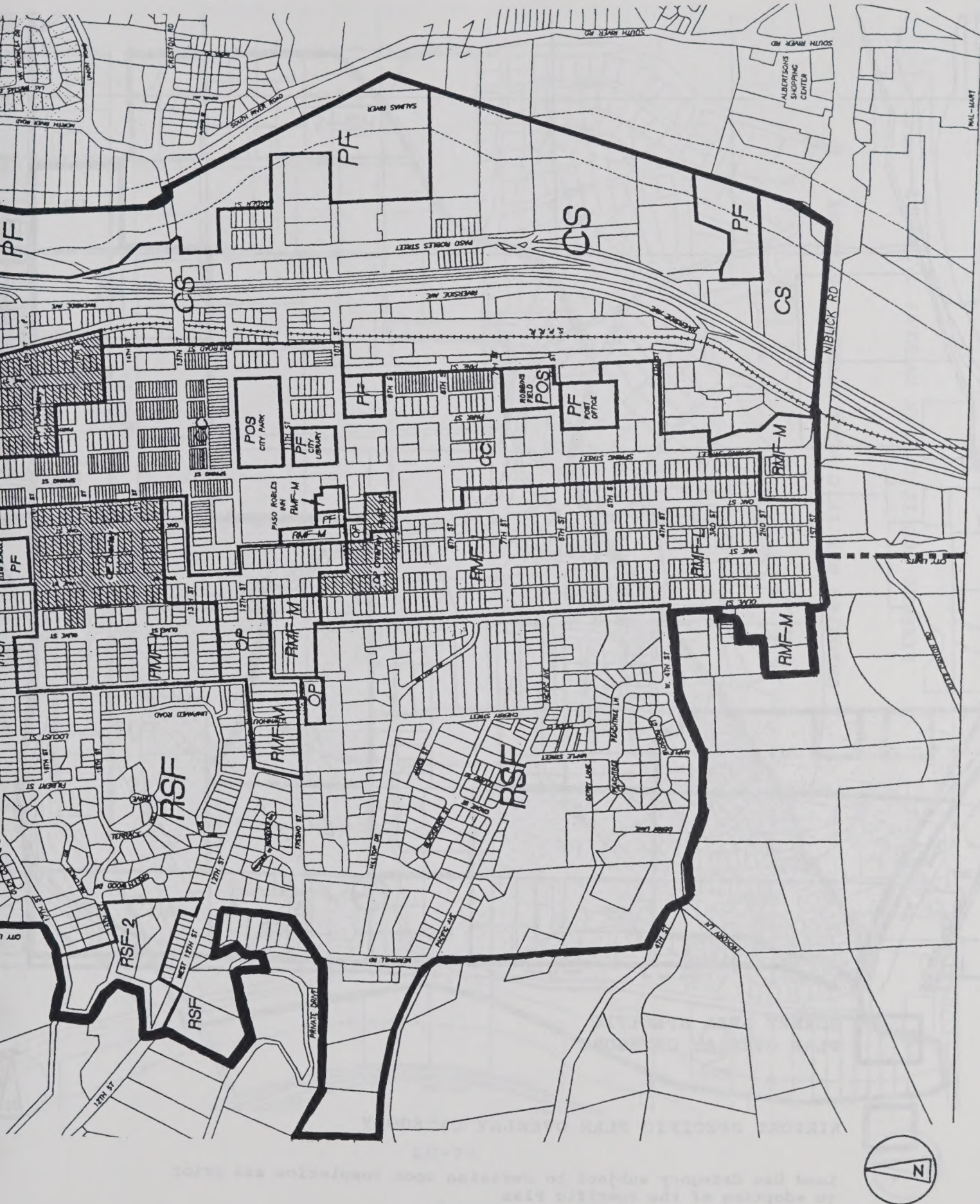
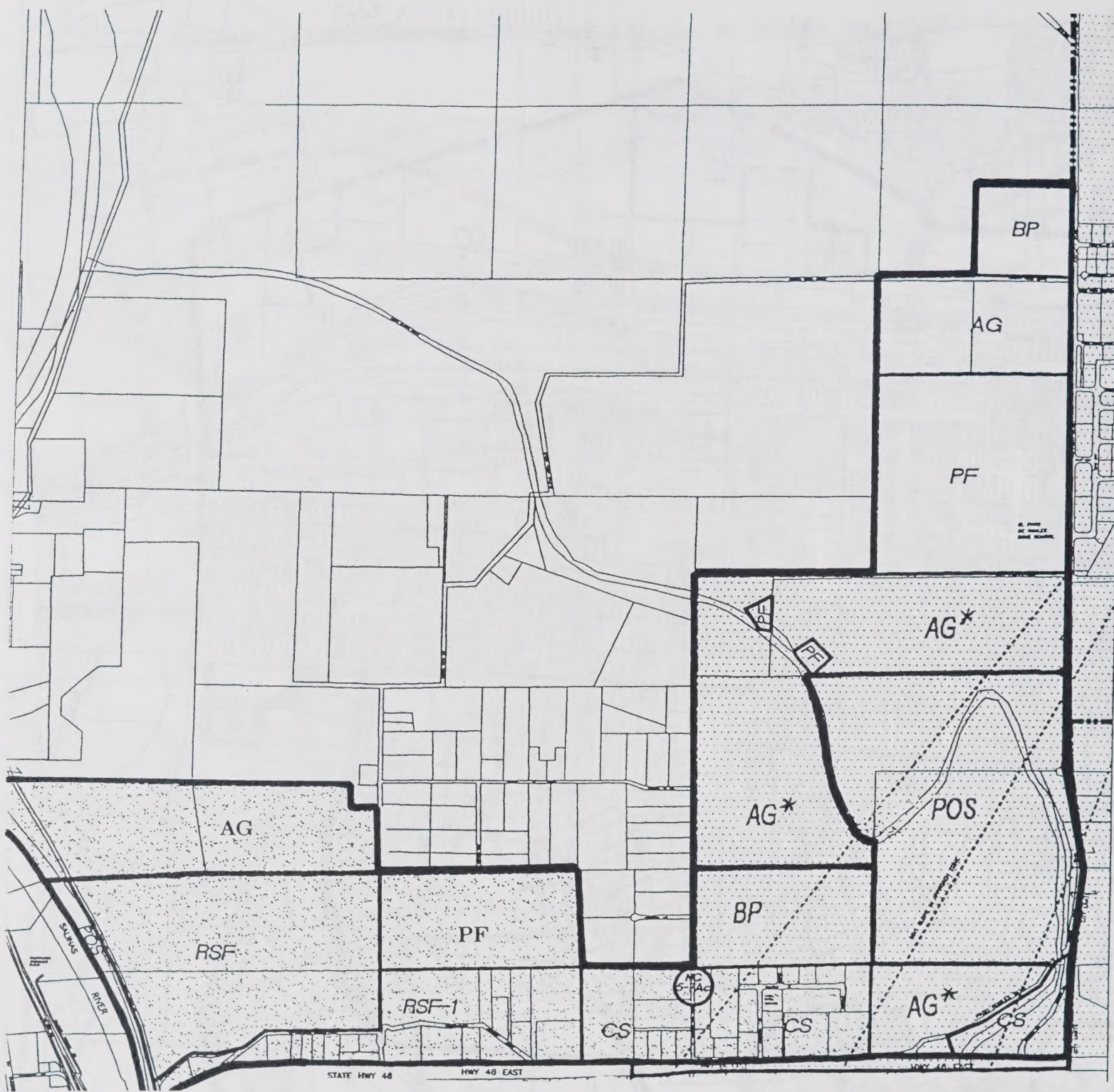


FIGURE LU-1D: LAND USE MAP FOR SUBAREA 3



BORKEY AREA SPECIFIC
PLAN OVERLAY CATEGORY



AIRPORT SPECIFIC PLAN OVERLAY CATEGORY

* Land Use Category subject to revision upon completion and prior to adoption of the Specific Plan

1

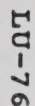
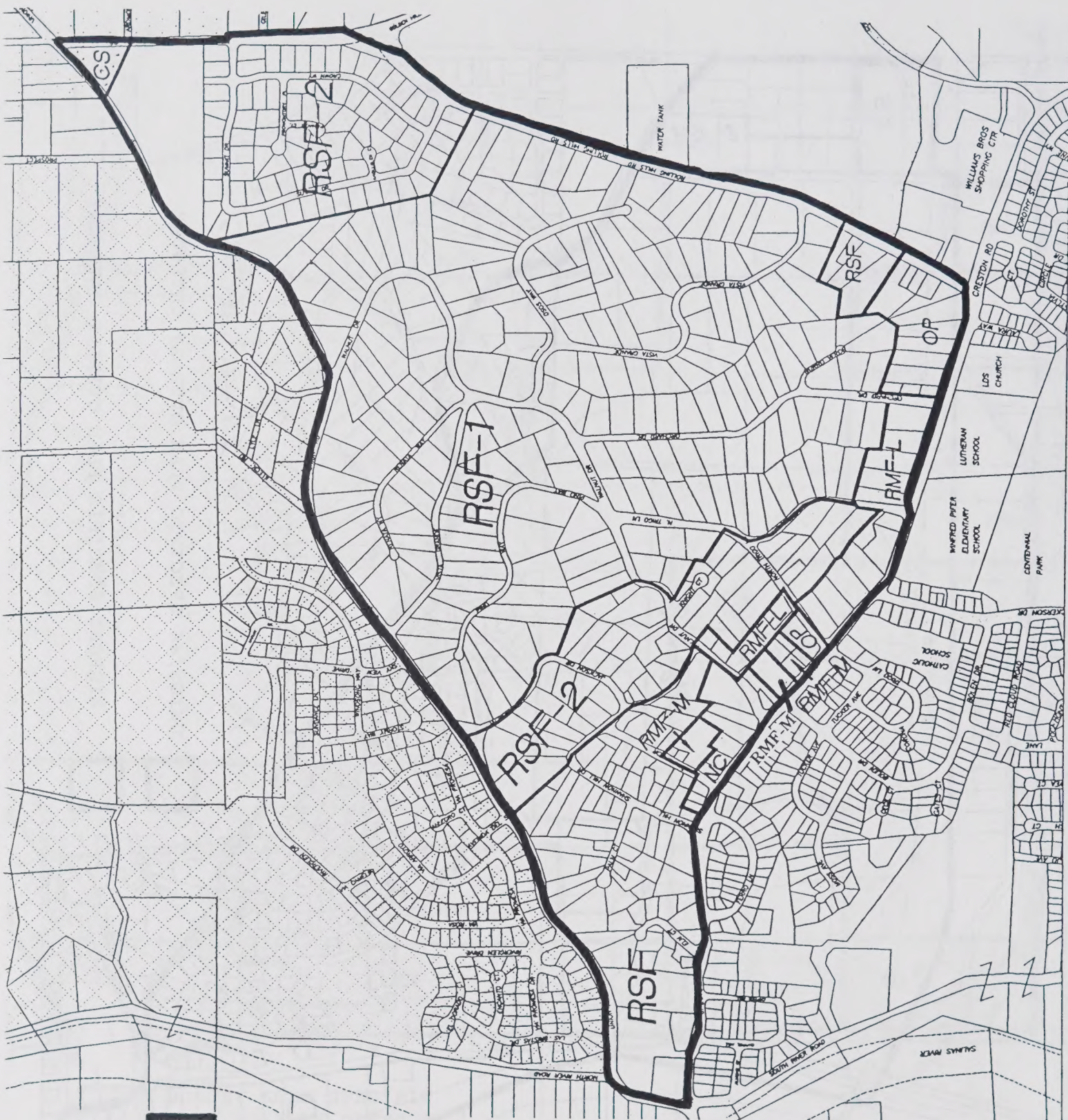


FIGURE LU-1F: LAND USE MAP FOR SUBAREA 5



AIRPORT SPECIFIC PLAN OVERLAY CATEGORY



FIGURE LU-1G: LAND USE MAP FOR SUBAREA 6

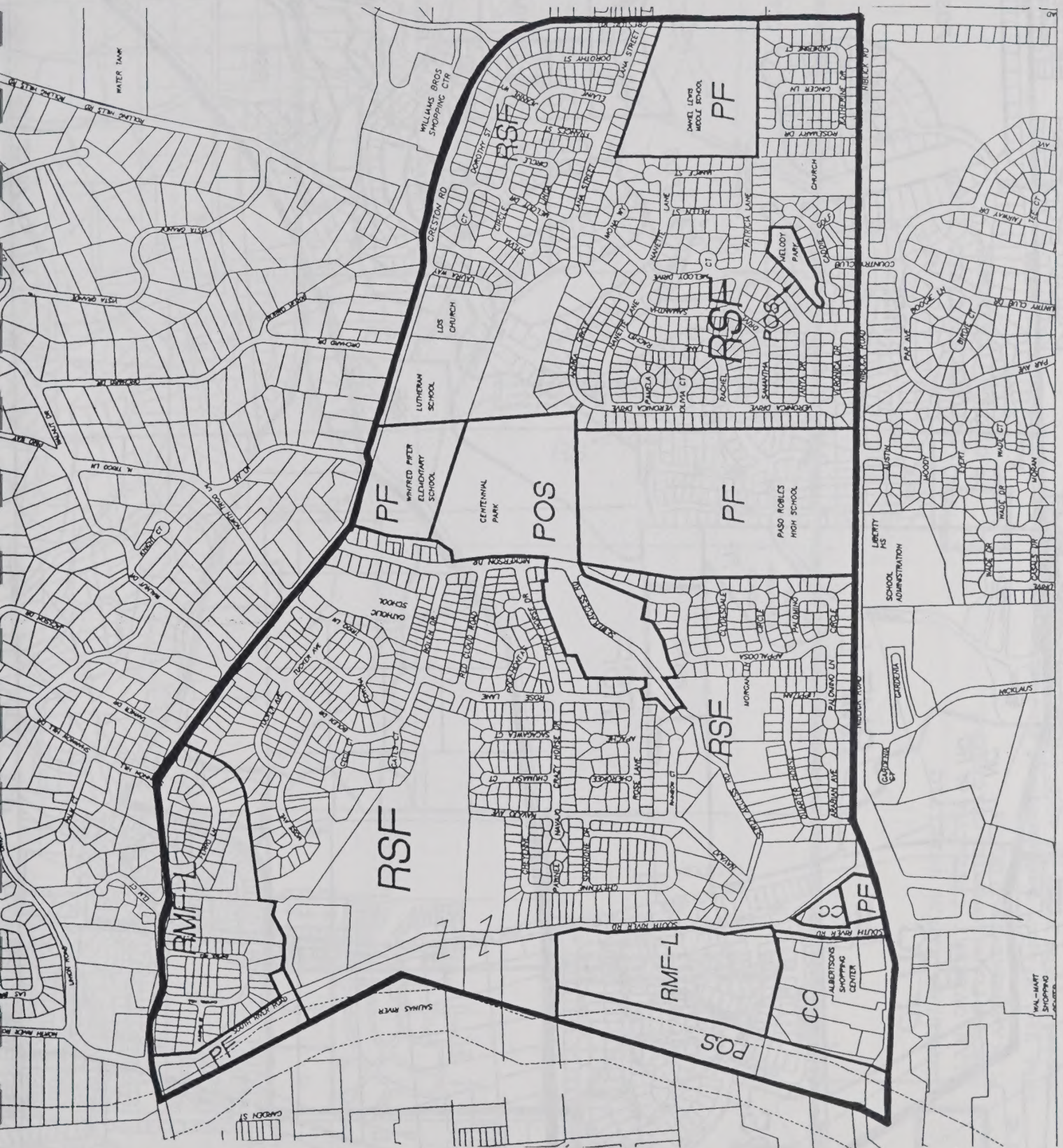


FIGURE LU-1H: LAND USE MAP FOR SUBAREA 7



[illegible]

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FIGURE LU-1J: LAND USE MAP FOR SUBAREA 9

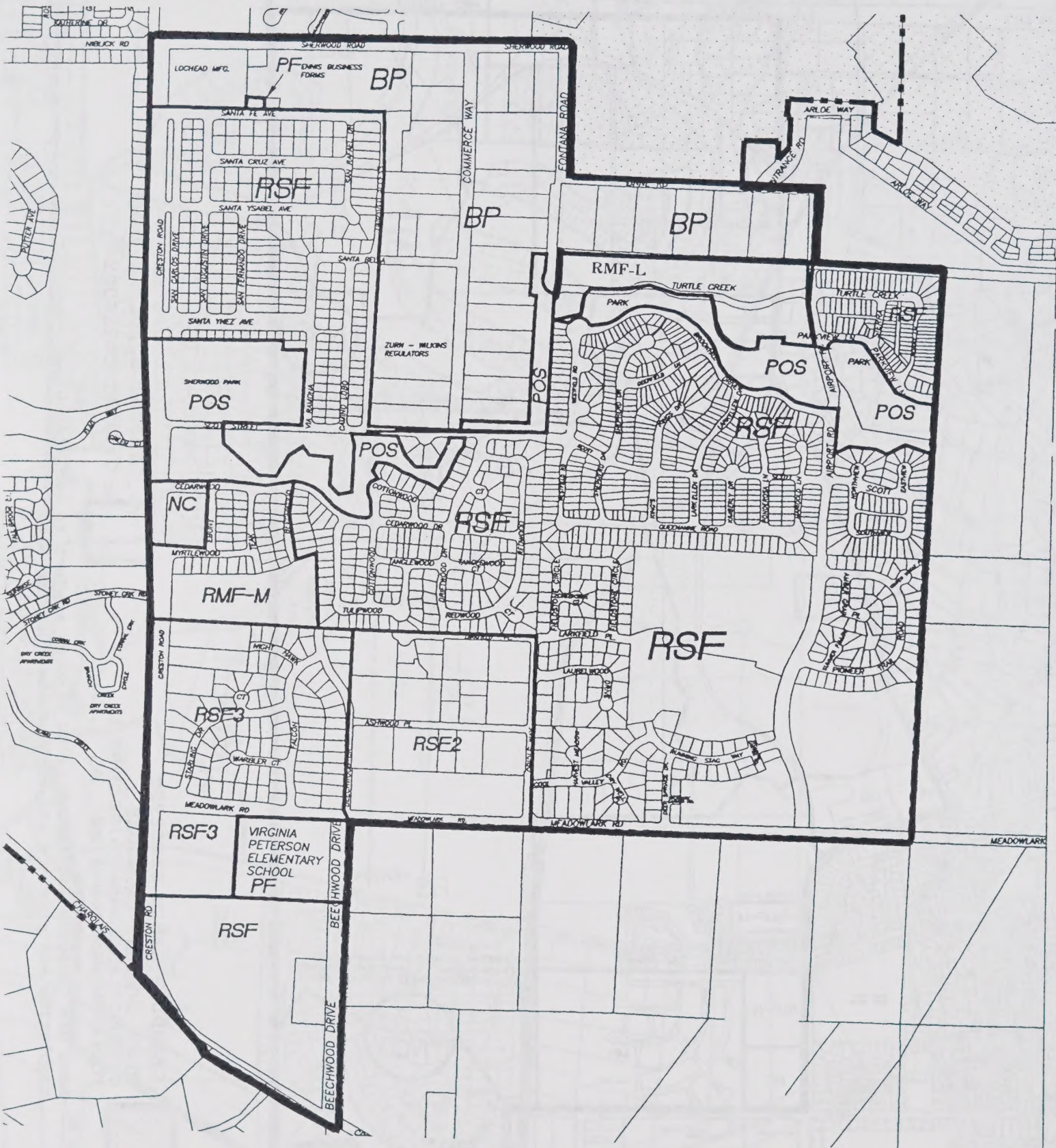


FIGURE LU-1K: LAND USE MAP FOR SUBAREA 10

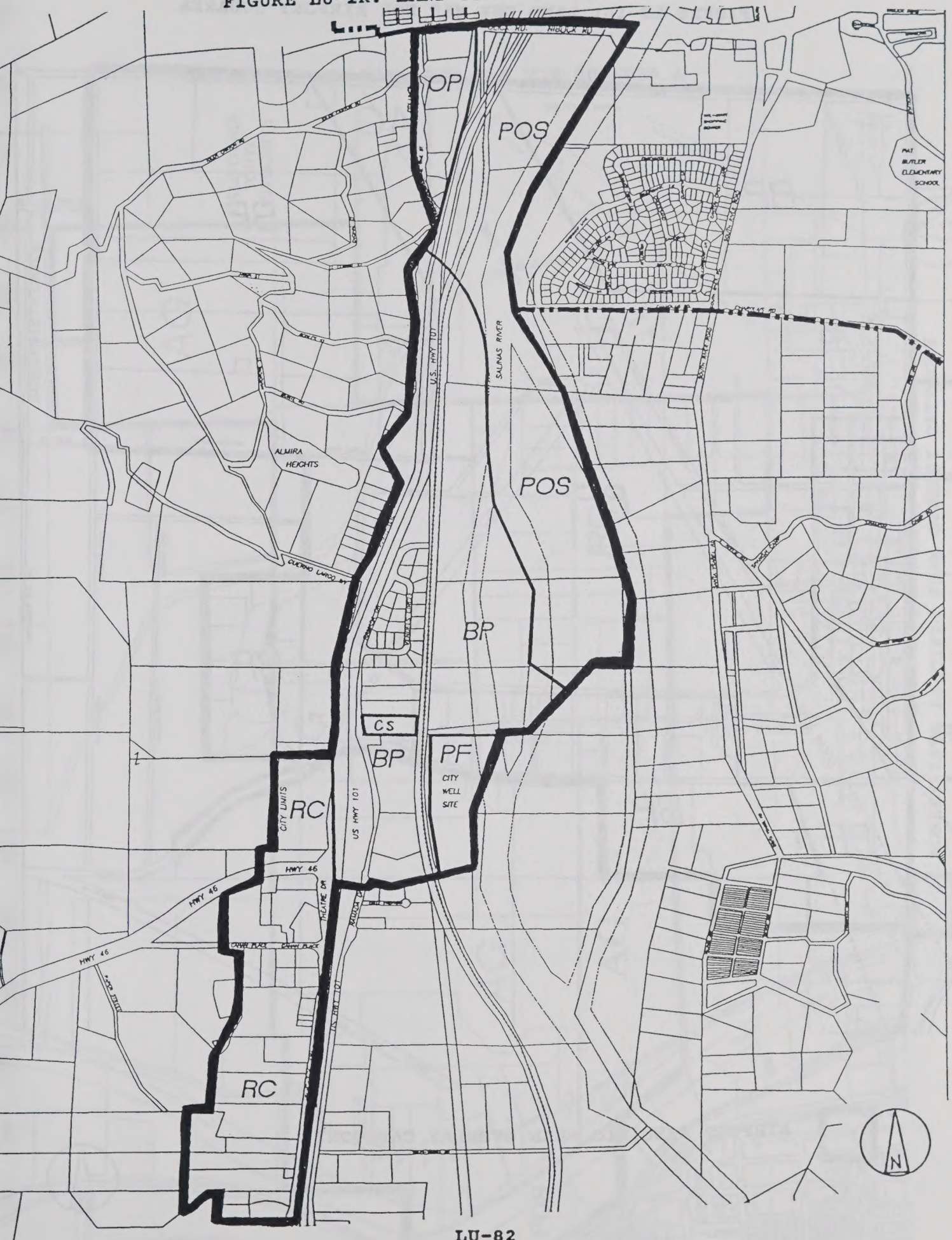
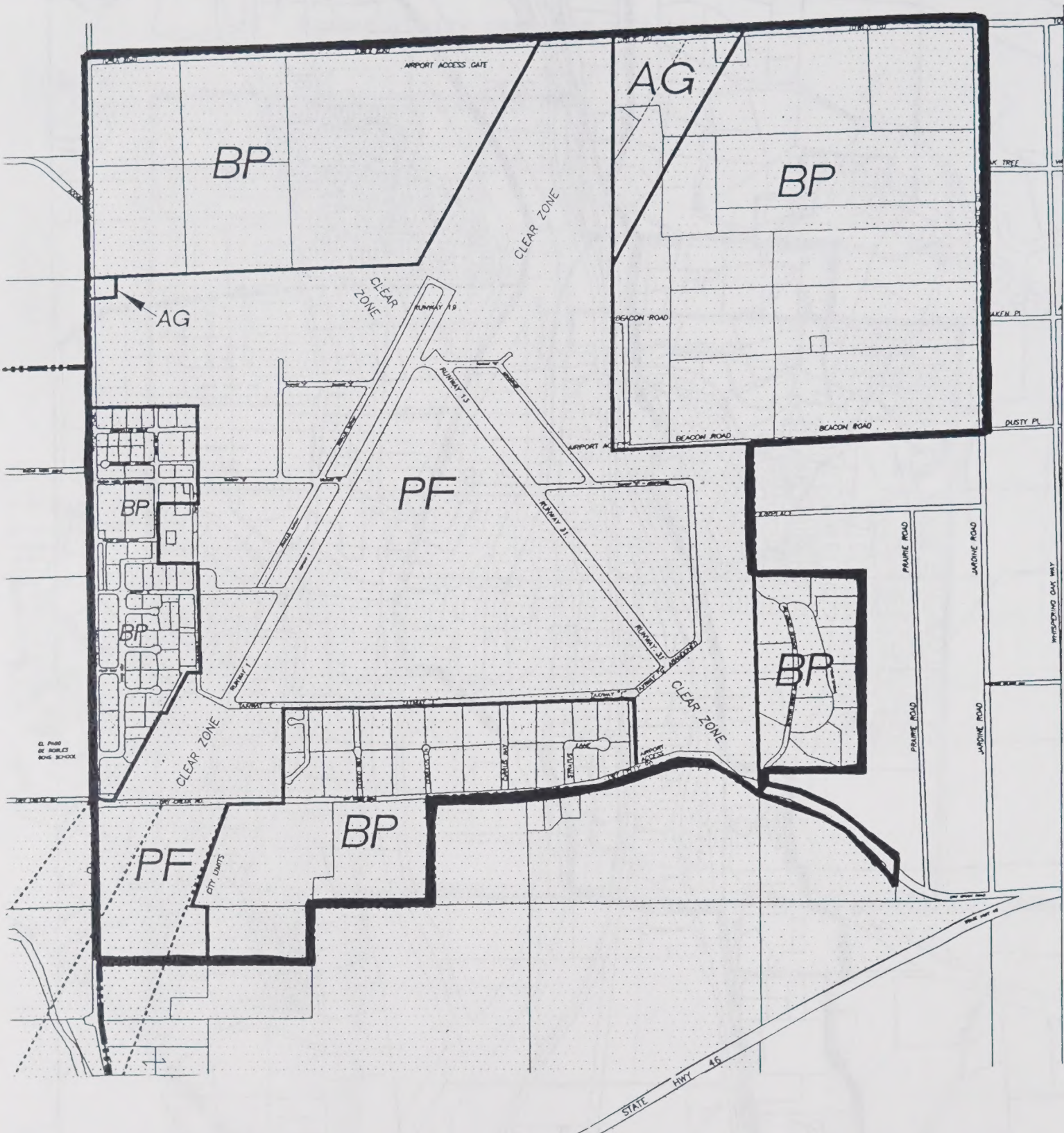


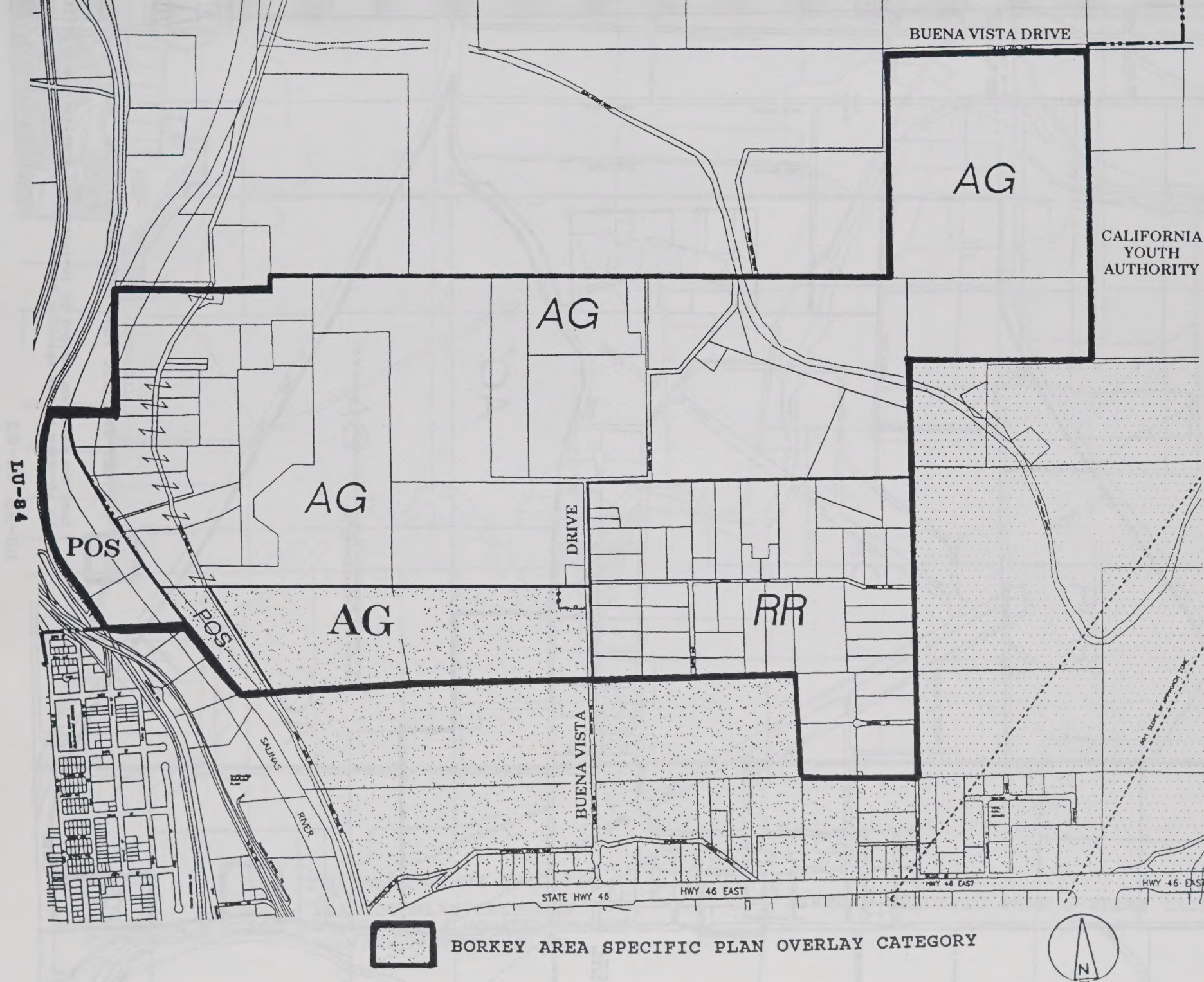
FIGURE LU-1L: LAND USE MAP FOR AIRPORT SUBAREA



AIRPORT SPECIFIC PLAN OVERLAY CATEGORY



FIGURE LU-1M: LAND USE MAP FOR SUBAREA A



[illegible]

FIGURE LU-10: LAND USE MAP FOR SUBAREA C

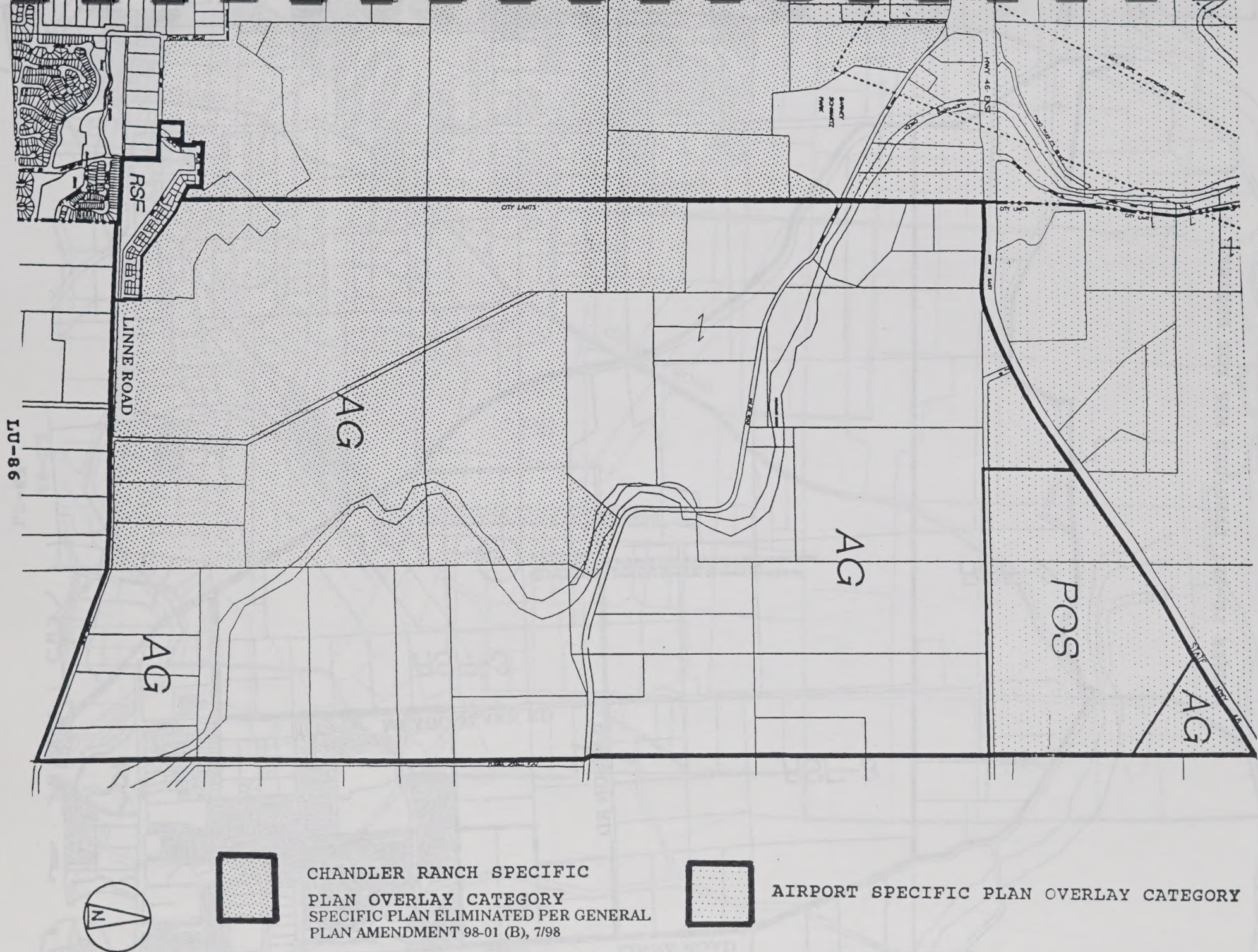
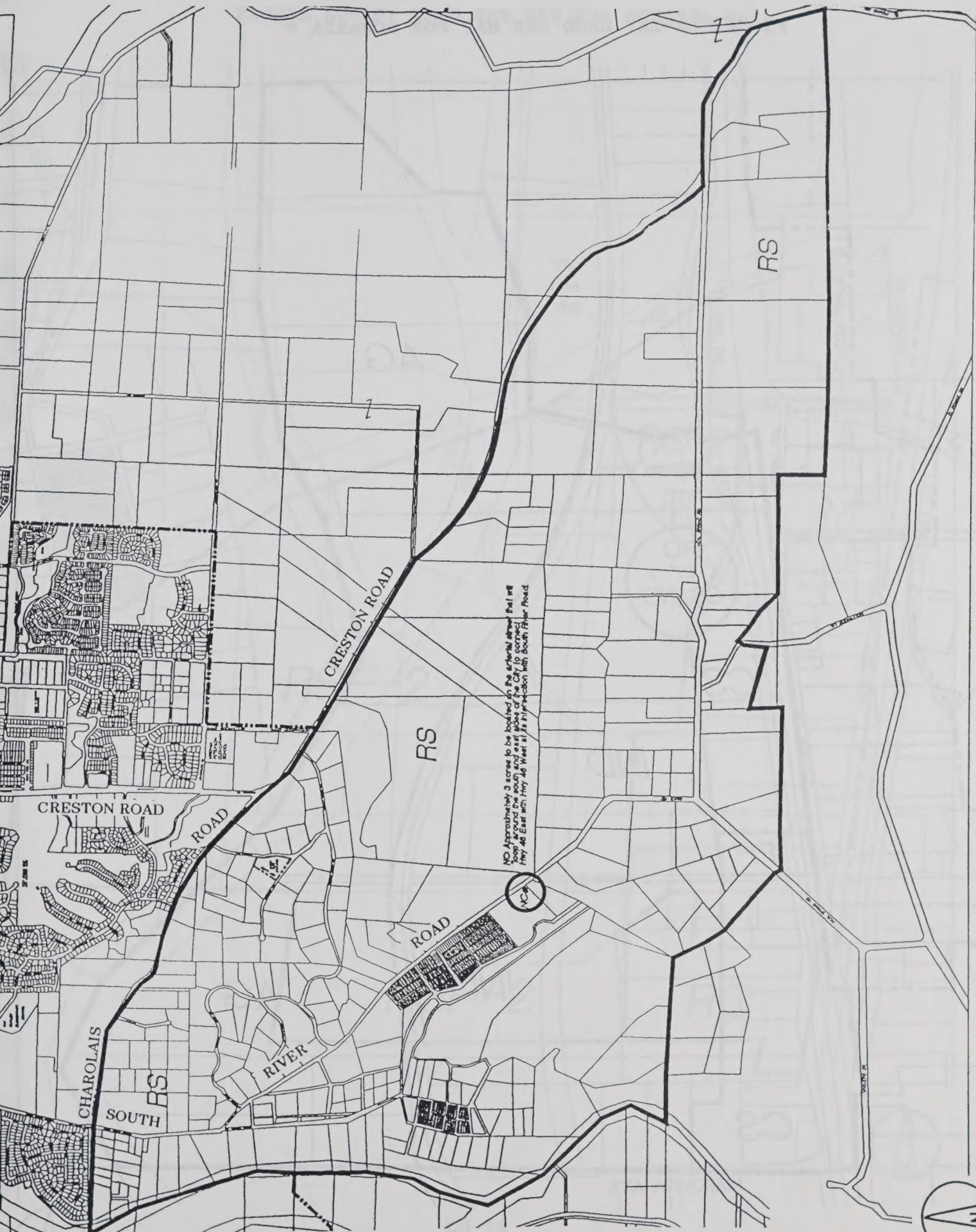


FIGURE LU-1P: LAND USE MAP FOR SUBAREA D



FIGURE LU-1Q: LAND USE MAP FOR SUBAREA E



LU-88

FIGURE LU-1R: LAND USE MAP FOR SUBAREA F

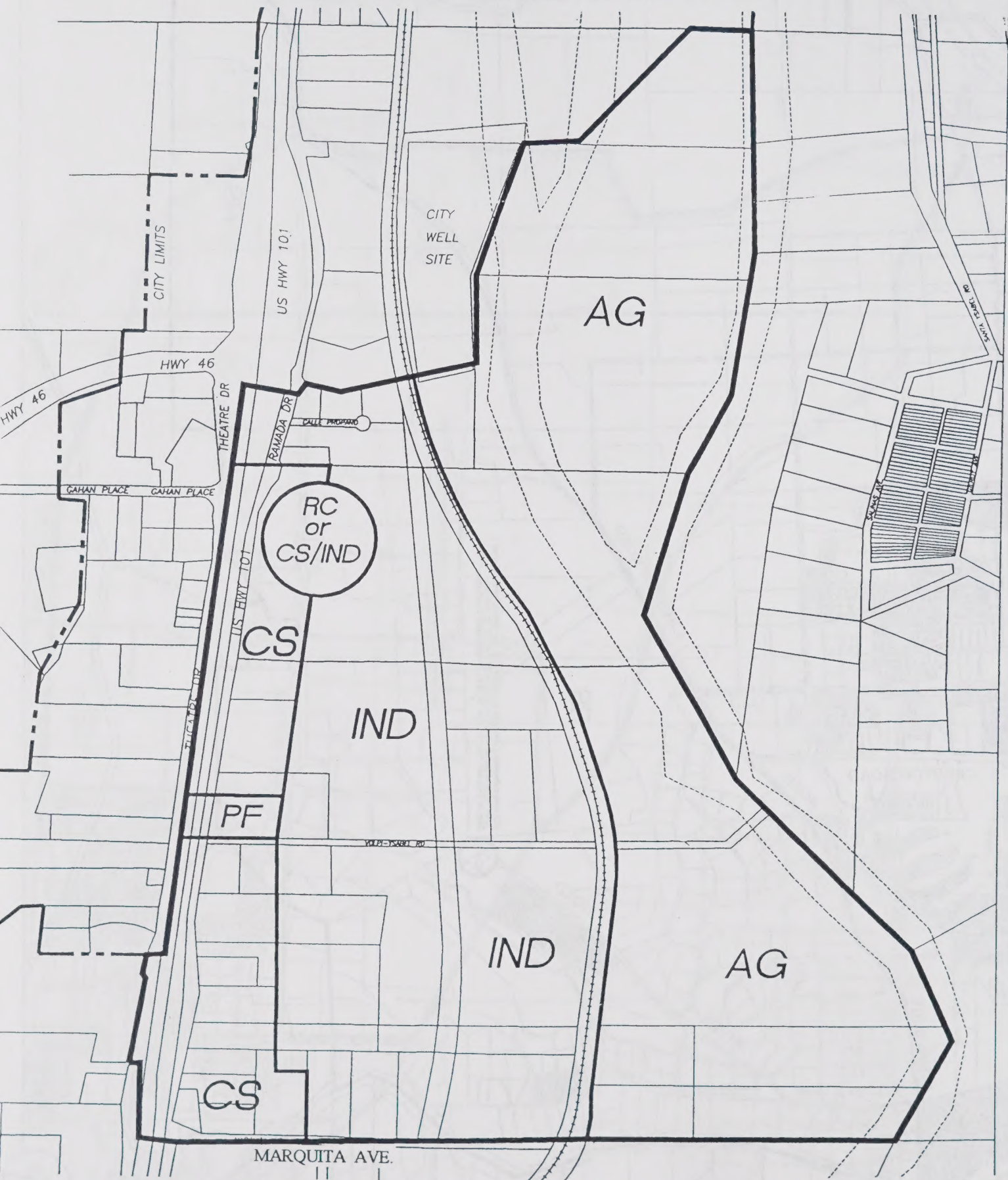
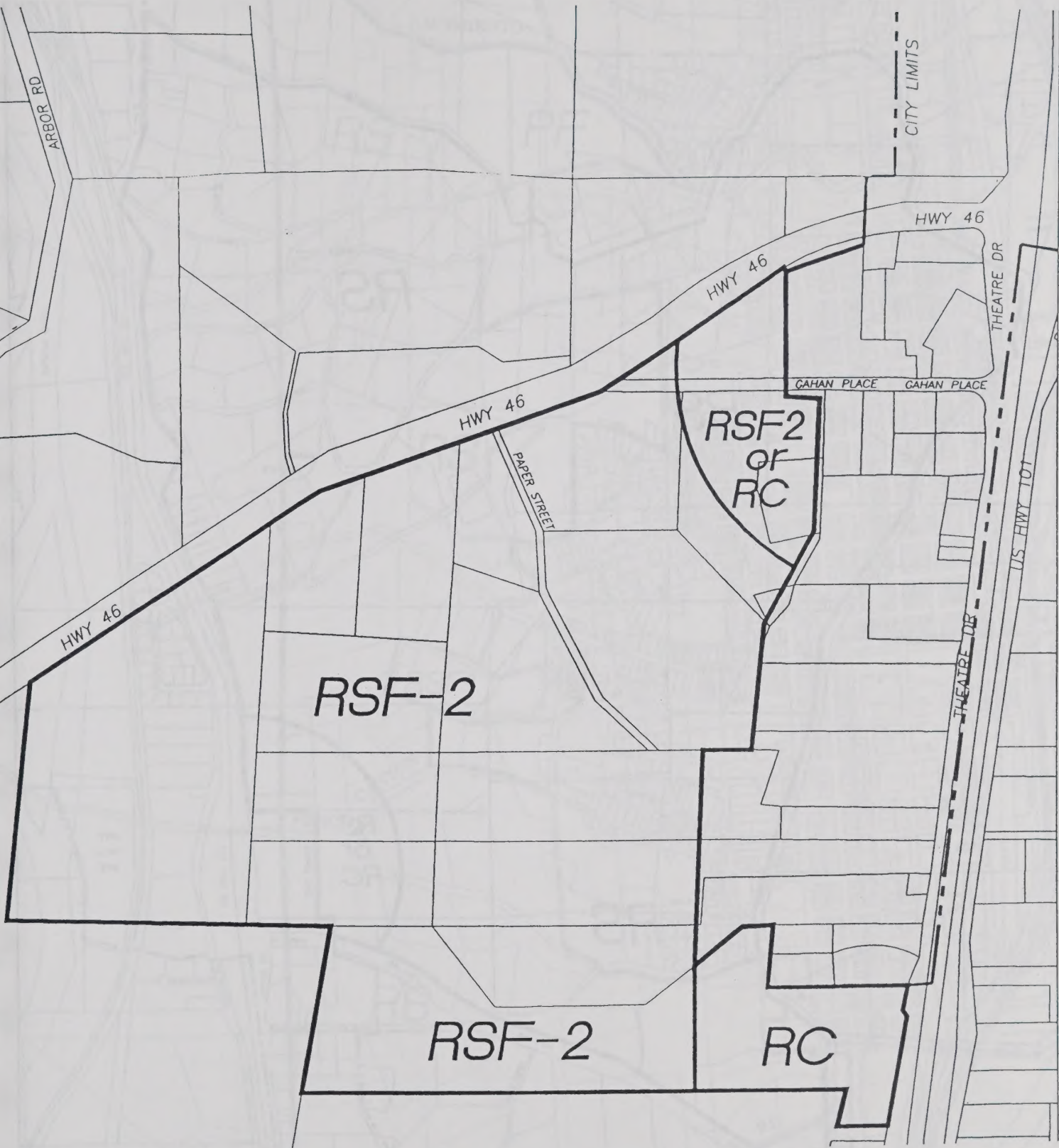


FIGURE LU-18: LAND USE MAP FOR SUBAREA G



The map illustrates the proposed residential zoning for a portion of the City of San Antonio, Texas. The map shows several large areas labeled 'RS' (Residential Single-Family) and one area labeled 'RS or RC' (Residential Single-Family or Community Center). The map includes major roads such as Highway 46, Highway 101, and Live Oak Road. It also shows the Salinas River, the City Well Site, and the City Limits. A north arrow is located in the bottom right corner.

FIGURE LU-1U: LAND USE MAP FOR SUBAREA I

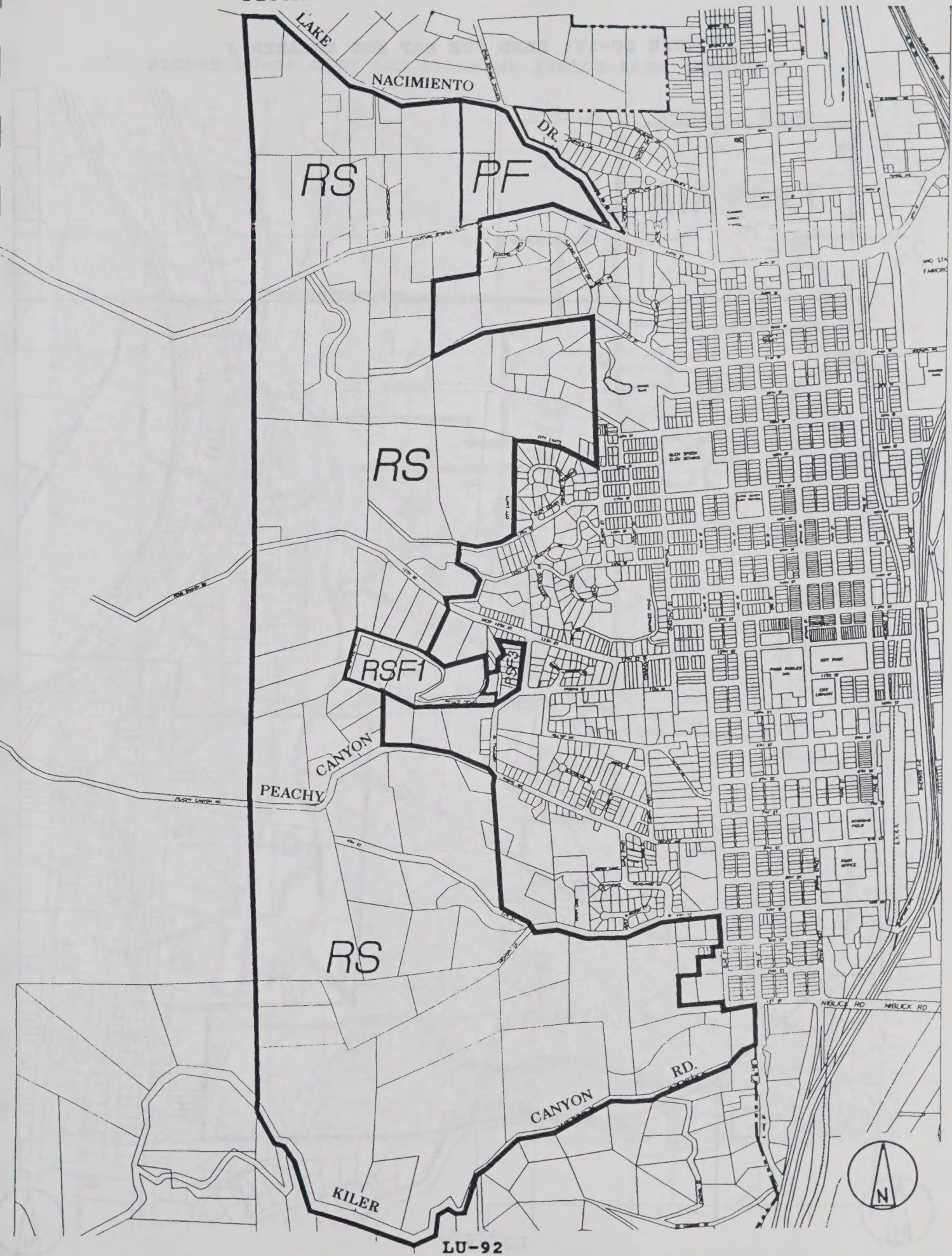


FIGURE LU-1V: LAND USE MAP FOR SUBAREA J

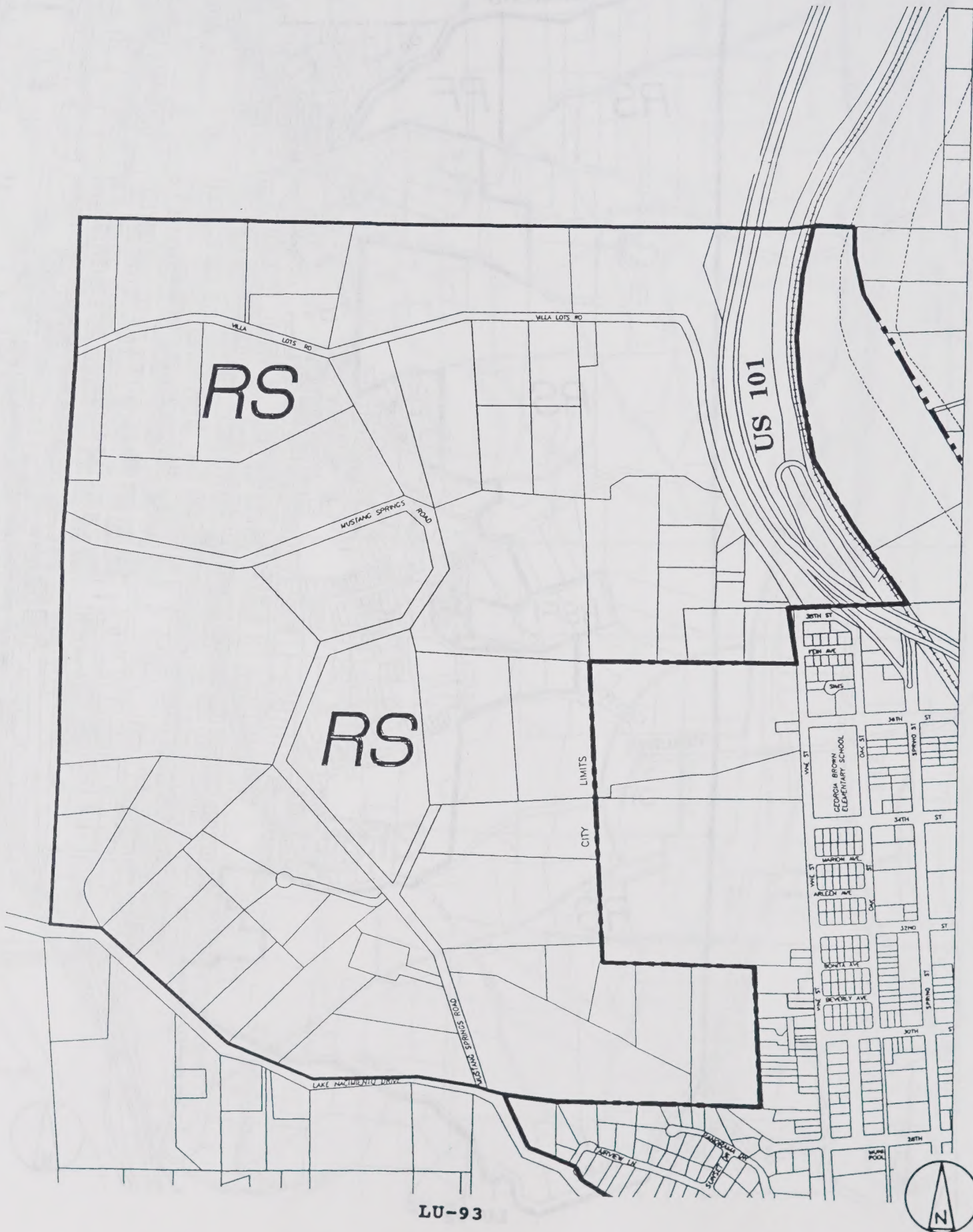


FIGURE LU-2: CITY AND PLANNING IMPACT AREA SUBAREAS

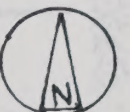
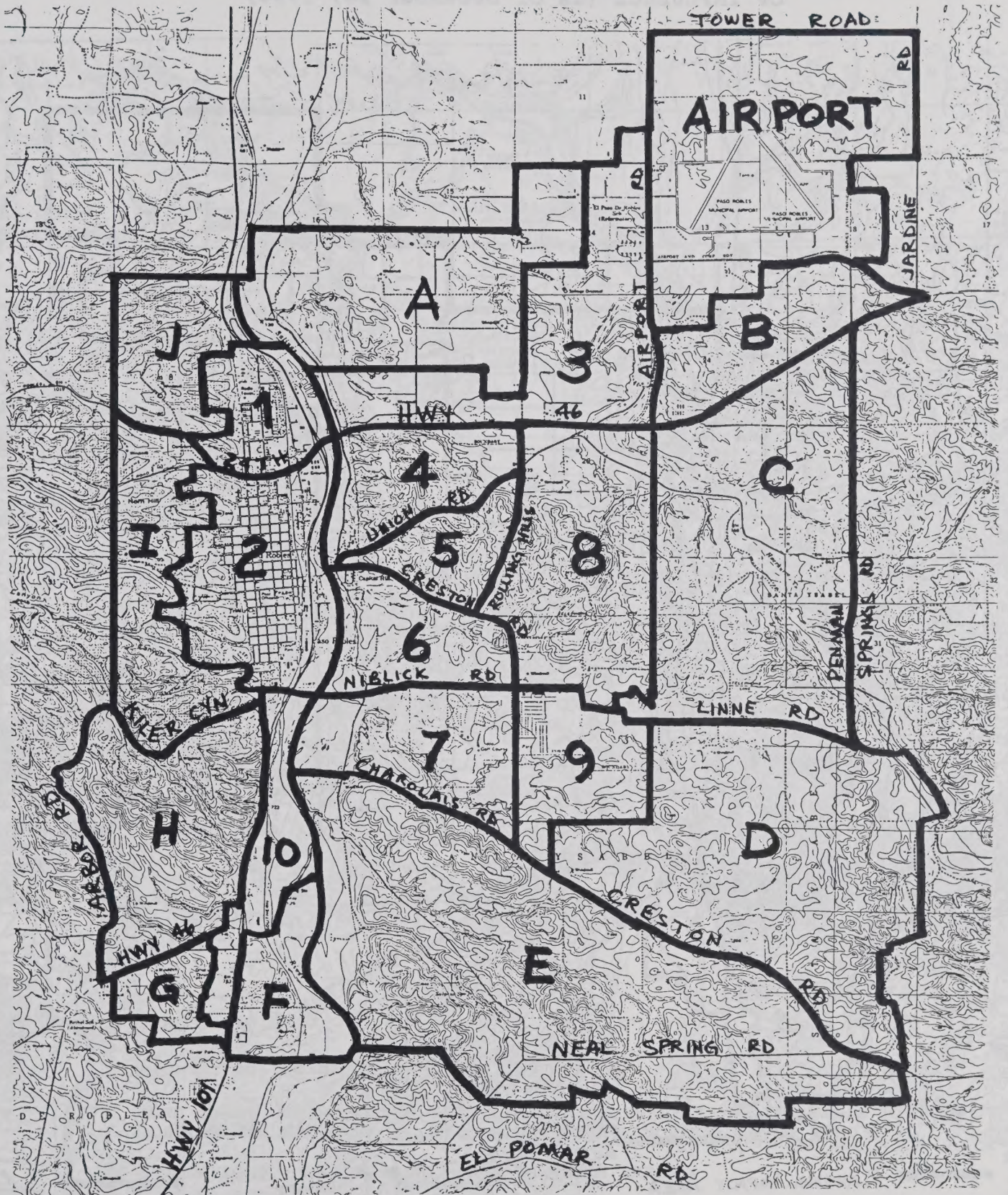


FIGURE LU-3: EXISTING CITY LIMITS, PLANNING IMPACT AREA AND SPHERE OF INFLUENCE (as of December 18, 1990)

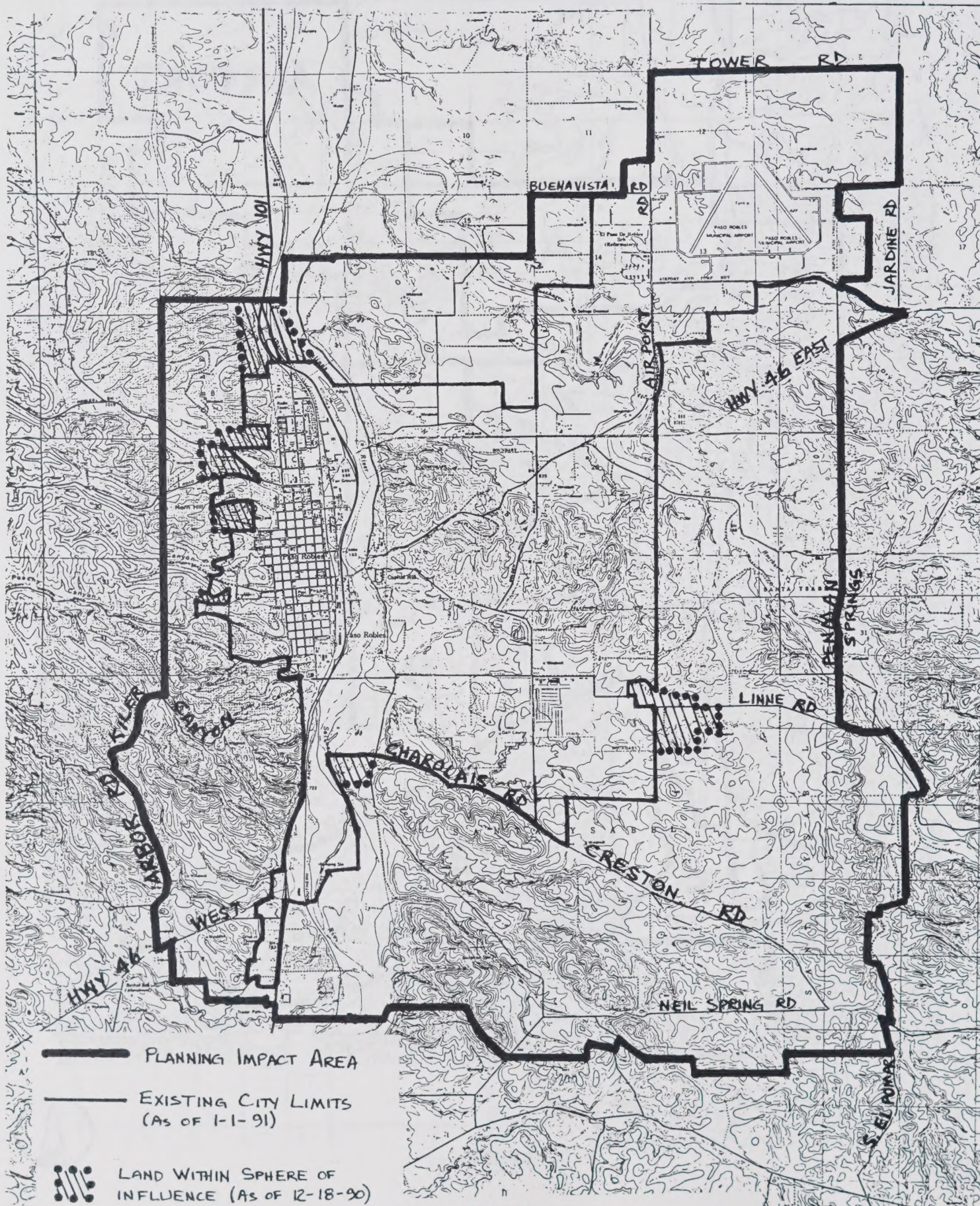
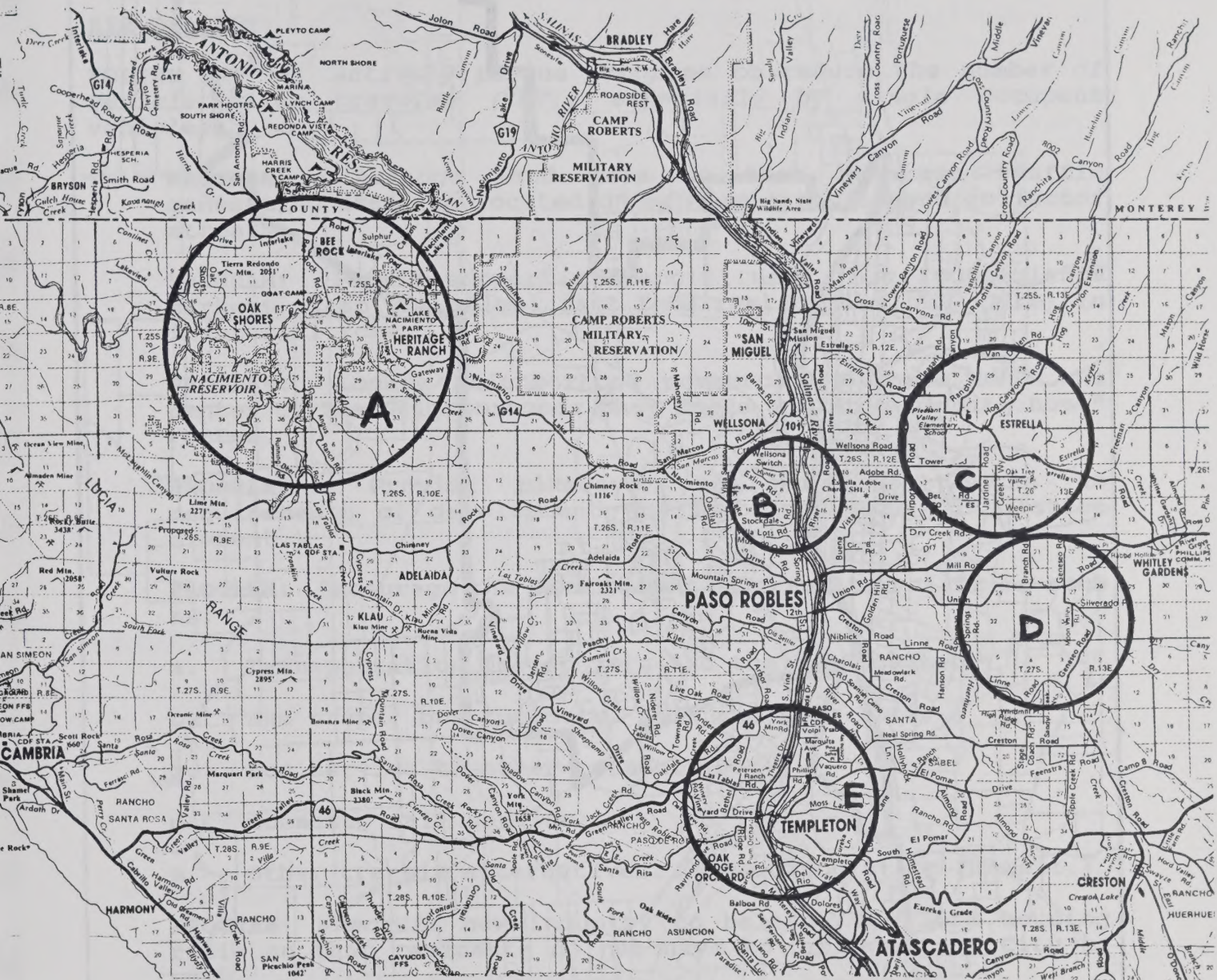
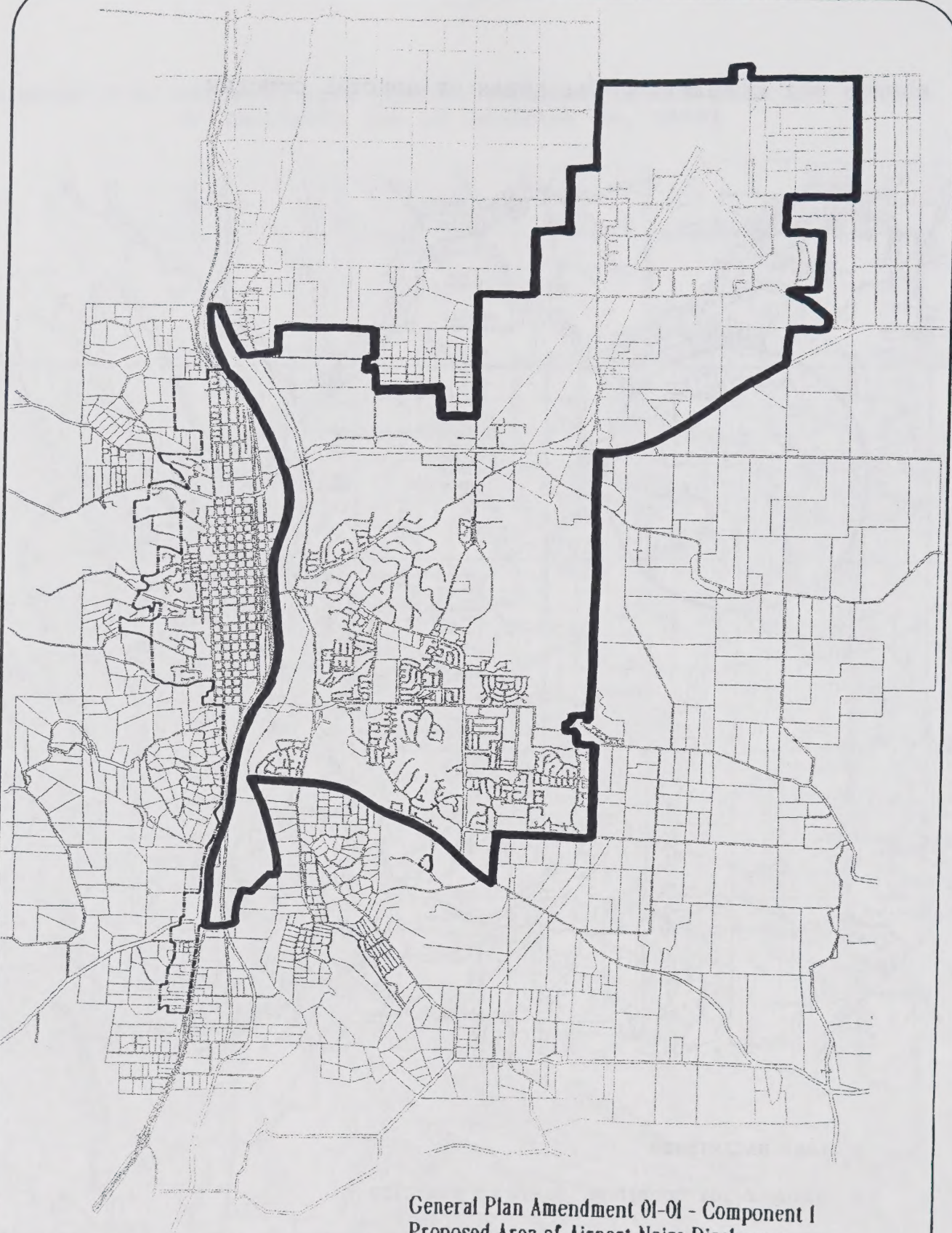


FIGURE LU-4: AREAS OF SPECIAL CONCERN



- A LAKE NACIMIENTO
- B HIGHWAY 101 CORRIDOR, NORTH OF THE CITY
- C AREA NORTH AND NORTHEAST OF THE AIRPORT SERVED BY JARDINE ROAD, AIRPORT ROAD, ESTRELLA ROAD, HOG CANYON ROAD AND RANCHITA CANYON ROAD
- D BRANCH ROAD, GENESEO ROAD, DRESSER RANCH AREAS
- E TEMPLETON



General Plan Amendment 01-01 - Component I
Proposed Area of Airport Noise Disclosure
(Heavy solid line) - Generally east of HWY 101

CITY OF EL PASO DE ROBLES

**ENVIRONMENTAL PROTECTION AND RESOURCE CONSERVATION
POLICIES AND PROGRAMS**

AIR QUALITY:

POLICY ENV-1: *Actively pursue programs to reduce the number of vehicle miles traveled (VMT), especially by single occupant vehicles.*

PROGRAM: Arrange land uses so that greatest traffic generating uses are located on or near arterial and collector streets.

PROGRAM: Permit support commercial uses (e.g. convenience markets, gasoline sales, fast food restaurants, day care) in industrial zones.

PROGRAM: Locate neighborhood commercial centers near the center of the neighborhoods they serve and/or on "going home" routes.

PROGRAM: Provide bikeways and pedestrian paths as requirements of development applications. (See Circulation Element.)

PROGRAM: Encourage the development of transit facilities such as:

- a. Transportation for seniors and the handicapped
- b. Bus stops, bus turnouts, park and ride lots;
- c. Bus service to other communities;
- d. Commuter rail service;
- e. Other transit alternatives. (See Circulation Element.)

PROGRAM: Recruit new industry to balance the jobs housing ratio so that residents do not have to drive out of City to work.

POLICY ENV-2: *Take proactive steps to reduce traffic congestion.*

PROGRAM: Improve street and intersection capacities via Circulation Element policies and programs, including traffic flow improvements (i.e., proper signalization, road construction, road widening) for intersections with LOS at D or below.

PROGRAM: Encourage local employers to use flexible hours and to stagger shifts.

PROGRAM: Develop a Transportation Systems Management (TSM) Plan as part of the Circulation Element. Consult with the County Air Pollution Control District (APCD) in the preparation of this plan."

POLICY ENV-3: Take proactive steps to reduce creation and importation of emissions.

PROGRAM: Restrict agricultural burning to areas designated for Agriculture and Residential Rural Land Use.

PROGRAM: Investigate and provide, if feasible, a public facility for making compost and mulch as a means to reduce agricultural burning and VMT to the solid waste disposal site.

PROGRAM: Actively work with other agencies to reduce air pollution sources that originate in their jurisdiction but impact the City.

PROGRAM: Implement programs to achieve energy efficiency and reduction in peak energy demands within public buildings.

PROGRAM: Investigate and implement, as feasible, requiring builders to use appropriate techniques to minimize pollution from construction activities, such as:

- a. Minimizing simultaneous operation of multiple construction equipment units;
- b. Using low pollutant-emitting construction equipment;
- c. Using electrical construction equipment;
- d. Using catalytic reduction for gasoline-powered equipment;
- e. Applying injection timing retard to diesel powered equipment;
- f. Watering the construction area to minimize fugitive dust.

PROGRAM: Investigate and implement if feasible, the use of compressed natural gas fuel systems in City-owned vehicles. Encourage their use by public utilities and private businesses.

POLICY ENV-4: Cooperate with the County Air Pollution Control District to implement other feasible measures designed to attain state and federal air quality standards.

PROGRAM: Maintain a cooperative working relationship with APCD and the San Luis Obispo Area Coordinating Council (SLOACC), particularly in the following matters:

- a. To establish criteria to determine the significance of air quality impacts of proposed developments in conjunction with environmental review. Such criteria should consider if potential emissions will cause air quality standards to be exceeded, if the proposed development would expose sensitive receptors (schools, hospitals, convalescent homes) to substantial pollutant concentrations. Appropriate mitigation measures shall also be required for proposed developments.
- b. To establish procedures to review potential stationary emitters or source points of air pollutants during environmental and project review.
- c. To implement measures to attain state and federal air quality standards.

WATER RESOURCES: Policies and programs relative to water quality and quantity are contained in the section devoted to public services (sewer and water services).

VEGETATION AND WILDLIFE:

POLICY ENV-5: *Oak Trees:* Preserve existing oak trees and promote the planting of new oak trees.

PROGRAM: Implement the Oak Tree Preservation Code.

PROGRAM: Require new development to be designed to preserve oaks and, where removal of oaks cannot be avoided, require the planting of a minimum of two (2) new oaks for each oak removed.

PROGRAM: Plant oaks in parks and on other City-owned properties.

PROGRAM: Encourage and/or require landscaping plans for new development to include the planting of new oaks where feasible.

PROGRAM: Encourage the protection and preservation of significant natural oak tree-covered areas, throughout the community.

POLICY ENV-6: Riparian Vegetation and Almond Orchards: Protect and preserve riparian vegetation and significant almond orchards.

PROGRAM: Require new development to be designed to preserve riparian vegetation (cottonwoods, willows, laurels, sycamores along the Salinas River, Huerhuero and other creeks) and productive or visually-sensitive almond orchards.

PROGRAM: Establish standards for preservation of riparian vegetation as part of the Open Space and/or Conservation Element.

POLICY ENV-7: Impact Mitigation: Minimize impacts to biological resources.

PROGRAM: Investigate and implement, as feasible, the biological resource mitigation measures listed on Table LU-28. Incorporate these mitigation measures into the update of the Open Space and Conservation Elements.

MINERAL RESOURCES:

POLICY ENV-8: Manage the extraction of mineral resources to meet the following objectives:

- a. To protect and conserve those portland cement concrete aggregate mineral resources classified by the State Geologist as being important mineral deposits (i.e., designated "MRZ-2");
- b. To protect other properties and natural resources from any adverse impacts associated with mining operations.

PROGRAM: Permit surface mining of sand and gravel as a conditional use within the Salinas River and Huerhuero Creek, particularly in those lands classified by the State Geologist in "Special Report 162..." as MRZ-2 as shown on Figure LU-5, in all land use categories, subject to compliance with the State's Surface Mining and Reclamation Act (SMARA: Sections 2710 et seq. of the Public Resources Code) and the City's Surface Mining and Reclamation Code.

PROGRAM: As part of the review of any applications for general plan amendments, rezoning, or development in areas within or adjacent to areas shown on Figure LU-5 as classified MRZ-2, ensure that mitigation measures are adopted to protect the capability for future extraction of sand and gravel within the MRZ-2 areas.

AESTHETIC RESOURCES:

POLICY ENV-9: Enhance and upgrade the visual appearance of the City as a whole, but paying special attention to the aesthetic quality of development at "Gateways", along highways and arterial streets, in the downtown, and in industrial parks. Focus on preserving the City's architectural heritage via use of compatible styles and materials.

POLICY ENV-10: The following "Gateways" areas are entrances to the City at which a first view of the City occurs and at which impressions of its image are formulated:

- a. Highway 101 at the north end of the City;
- b. Highway 101 at the south end of the City, north of Highway 46 West;
- c. Highway 46 West, west of Highway 101;
- d. Highway 46 East, east of Airport Road;
- e. Spring Street at 36th Street;
- f. Spring Street at 1st Street;
- g. 24th Street at the west end of the City;
- h. All freeway offramps.

Gateways should be enhanced via such methods as requiring the highest development standards, preservation of significant open space and landscapes, restricting land uses to those that are compatible with the objective of presenting a positive image. Design review should consider landscaping, scale of development, signage, relationship to natural setting, circulation, and architecture.

PROGRAM: Develop design standards applicable to the various land uses and areas of the City. Such design standards should include the following visual resource preservation measures:

- a. Review proposals for cluster housing to minimize adverse effects on views from existing residential areas;
- b. Avoid the siting of buildings in locations that will detract from or block scenic views, or suggest redesign of height; architecture and building material.
- c. New residential development should seek to complement existing residential development in terms of scale, height, architecture and building material.
- d. Commercial uses should be properly buffered from adjacent noncommercial uses either through adequate setbacks, landscaping or walls.

- e. Assure that all commercial development will take place in a setting that is generally landscaped and has substantial setbacks.
- f. Site institutional uses so that they will not intrude upon areas of adjacent land uses;
- g. Utilize landscaping and urban design to assist in giving Paso Robles form and continuity;
- h. Consider identifying "high visual impact" locations in the City where street trees and underground utilities are especially desired to enhance the visual appearance of the community. These areas should include highly visible areas such as gateways.
- i. Encourage the provision of amenities such as courtyards, open space, benches, and artwork in private development projects.

PROGRAM: Use the discretionary authority vested in the approval of zoning permits and subdivision maps and in environmental review per CEQA to ensure that new development is compatible with this policy.

PROGRAM: Implement the Property Maintenance Ordinance to ensure that, once developed, property is maintained to contribute to a positive community appearance.

PROGRAM: Study the existing land uses at gateways and identify the best land uses to present a positive image. Recategorize and rezone properties from incompatible uses to compatible uses.

POLICY ENV-11: Hillsides: Protect the form of hillsides as a visual amenity via development standards that call for:

- a. Decreasing density as slope increases;
- b. Limiting the amount of grading;
- c. Providing substantial amounts of landscaping;
- d. Incorporating architectural treatment that enhances the form of the hillside rather than conflicting with it;
- e. Limiting the number of building sites that may be placed on prominent ridge lines and preventing development of new buildings that project above the ridge line unless adequately mitigated with landscaping.

PROGRAM: Implement the Hillside Development Overlay District.

PROGRAM: Update the various zoning district regulations to incorporate development standards that protect hillsides.

PROGRAM: Take particular care regarding development on slopes of 29 percent or greater, and on the crest of major ridgelines, as mapped in Figure IV.J-3 of the General Plan Update EIR.

POLICY ENV-12: Scenic Highways and Street Landscaping: Corridors for State Highways 101 and 46 and arterial streets are sensitive viewshed areas whose appearance contribute to the perception of the City. Preservation of attractive views along these corridors is of direct benefit to existing and future development in the City.

PROGRAM: Cooperate with the County, SLOACC, CalTrans, and other agencies with jurisdiction and/or funding sources to implement programs that would preserve these viewsheds.

PROGRAM: Investigate the use of Mello-Roos and similar infrastructure financing for improvement and potential maintenance of public landscaping, particularly along streets and other visible public travel routes.

PROGRAM: Investigate and implement, if feasible, financing mechanisms such as sales tax override and bond programs to implement corridor visual improvements such as property acquisition, improvement, and maintenance.

PROGRAM: Investigate and implement, if feasible, the use of benefit maintenance districts in which new development would pay its proportionate share toward the cost of landscaping installation and maintenance along these corridors.

PROGRAM: Prepare and implement design standards for new development.

PROGRAM: Provide for the planting of street trees via the following:

- a. Prepare and implement a street tree planting plan.
- b. Update and implement the Street Tree Code.
- c. Update the City's street tree list.

PROGRAM: Amend the Zoning Code to require setbacks from arterial streets that are adequate to provide vistas and to prevent the development of a "crowded" appearance.

PROGRAM: Landscape future medians of all major arterials to give Paso Robles a recognizable form and enhance the scenic corridors.

HISTORIC AND ARCHAEOLOGICAL RESOURCES:

POLICY ENV-13: Historic Resources: Encourage the preservation and restoration of historic buildings as vital to preservation of the City's small town/rural character and to the revitalization of the downtown.

PROGRAM: Consider establishing Historic Districts and/or a "Certified Local Government" (a type of historic preservation district) to include the downtown and other areas with historic buildings.

PROGRAM: Investigate and implement, if feasible, the establishment of a historic resources commission or similar reviewing body, which would be included in the planning process for blocks included in the surveyed historic districts.

PROGRAM: Develop design standards for both the restoration of historic buildings and construction of neighboring new buildings that serve to ensure that the City's architectural heritage is preserved via use of compatible styles and materials.

PROGRAM: Investigate and implement, if feasible, adoption of the State Historic Building Code.

PROGRAM: Continue to use of redevelopment funds for low interest loans and/or matching funds for grants for the restoration of historic buildings.

POLICY ENV-14: Archaeological Resources: Preserve "unique archaeological resources" as defined by CEQA.

PROGRAM: Require the preparation of archaeological studies as part of applications for development of vacant land where the project is subject to CEQA and it is unknown whether a "unique archaeological resource" exists. Mitigation measures identified by such studies should be incorporated into the development.

POLICY ENV-15: Energy Conservation: Encourage the conservation of energy resources.

PROGRAM: Investigate and implement as feasible, those energy conservation measures contained within Table LU-29.

TABLE LU-28: BIOLOGICAL RESOURCES CONSERVATION MEASURES

All measures listed are to be investigated and implemented as feasible.

1. Prior to any development in areas identified as having sensitive resources, conduct a thorough biological resources survey and suggest mitigations based on the results of the survey. The survey and subsequent reports shall be prepared by qualified professional biologists.

2. Use development and enforcement of mitigation plans ultimately as a condition of project approval.

- a. Require mitigation programs be formulated by qualified biologist with demonstrated knowledge in the particular resource (including, but not limited to, the following disciplines: botany, ichthyology, herpetology, ornithology, mammalogy, and ecology). Revegetation program design, in particular, should incorporate a multi-disciplinary approach which may additionally involve a native plant horticulturist.
- b. Require minimum qualifications of (depending on the resource) at least two years of local experience in identifying and sampling native vegetation or fauna, a good knowledge of the ecological relationships of the vegetation or faunal associations on-site, and a Bachelor's degree with a focus in botany/ecology or wildlife/ecology.
- c. Require the horticulturist have training and/or local experience in growing the native plant species used in the project, and knowledge of the vegetation associations found on-site. A minimum of two years of practical horticultural experience is also required, along with two years study and two years field experience in landscape design and construction.
- d. Until mitigation efforts are both successful and reproducible for a particular resource or group of resources, consider incorporating some experimental design into mitigation programs in order to define critical mitigation parameters.
- e. Require revegetation plans to describe the physical characteristics of the mitigation site and its revegetation potential. All revegetation plans shall be in sufficient detail that they include site preparation methodology, planting specifications, and any weed control, pest control, fertilization, or other maintenance activities anticipated. Timing of mitigation efforts to optimize seed collection, salvaging, or transplantation is essential and shall be clearly defined in the plan. Where blue-line drawings and/or planting specifications are prepared by a landscape architect, a qualified biologist should review this information prior to its finalization to ensure that the species used and their locations are appropriate for the site and achievement of the mitigation goals. Mitigation programs involving federal or state-listed species shall be developed in consultation with the appropriate regulatory agencies. Require the project applicant to fund and be responsible for the success of revegetation and/or transplanting programs for the project site by hiring a qualified biologist/horticulturist to monitor the program(s) for a three to five year period.
- f. Require all mitigation programs to include predetermined, agency-approved performance criteria to measure the success of the effort.

- g. Require performance criteria to include both quantitative and subjective methods to measure overall success. Milestones will be set to gauge achievement of short-term goals and ensure that the program is progressing in a timely fashion toward achievement of the ultimate mitigation goal; remedial measures will be included in the mitigation design to ensure that milestones are met.

3. Mitigate or limit to the greatest degree possible development activities that would impair the viability of sensitive resources through injury, encroachment, fragmentation, or detrimental alteration of the water table, soil conditions or natural vegetation structure.

4. Incorporate sensitive construction practices into projects with sensitive resources to avoid direct or indirect impacts to key habitats or populations to be preserved on or off-site. These may include, as necessary, construction constraints during the breeding season; flagging, staking, or fencing sensitive resources (i.e., wetlands, oak woodlands, kit fox and pocket mouse burrows, or rare plant population) as construction-free zones; having a biological monitor on-site during construction; and conducting a minimum of one contractor education meeting prior to the onset of construction. The project biologist and key construction personnel will be present at this meeting; goals will include identification of all sensitive areas and construction-free zones, and permitted and prohibited activities in or near sensitive areas.

5. Incorporate public education regarding sensitive biological resources and their conservation as a mitigation measure into large and/or controversial projects at the expense of the developer. This measure may include posted signing at the project site stating legal significance of the sensitive resource and penalty for tampering with the preservation efforts and/or community meetings explaining the importance of the project's success, why the mitigation is necessary, and how the goals will be met.

6. Mitigate proposed impacts to highly sensitive, federally-or state-listed species by creating new and suitable habitat before any disturbance to the existing habitat is allowed. This approach, known as "mitigation banking", must be conducted in agreement with the appropriate permitting and wildlife agencies to establish habitat values and functions in advance. Although on-site mitigation or restoration typically is preferred, in some cases it may be preferable to combine mitigation efforts of several projects in a designated preserve area rather than creating isolated pockets of enhance or restored areas.

7. Require bond funds, paid prior to habitat disturbance and used as a guarantee toward predetermined success criteria for appropriate projects. All bonded projects should have a fraction of the bond at stake each year to enforce the annual goals for the mitigation plan. Annual assessment of the goals will also allow problems to be detected at a stage before they could compound and lead to mitigation failure.

8. Maintain biological resources so that all native resources, sensitive or not, shall be protected from excessive exploitation. This should include a reduction and regulation of all land clearing and grading, and restrictions on off-road vehicle use (especially within the Salinas River and Huerhuero Creek drainage).

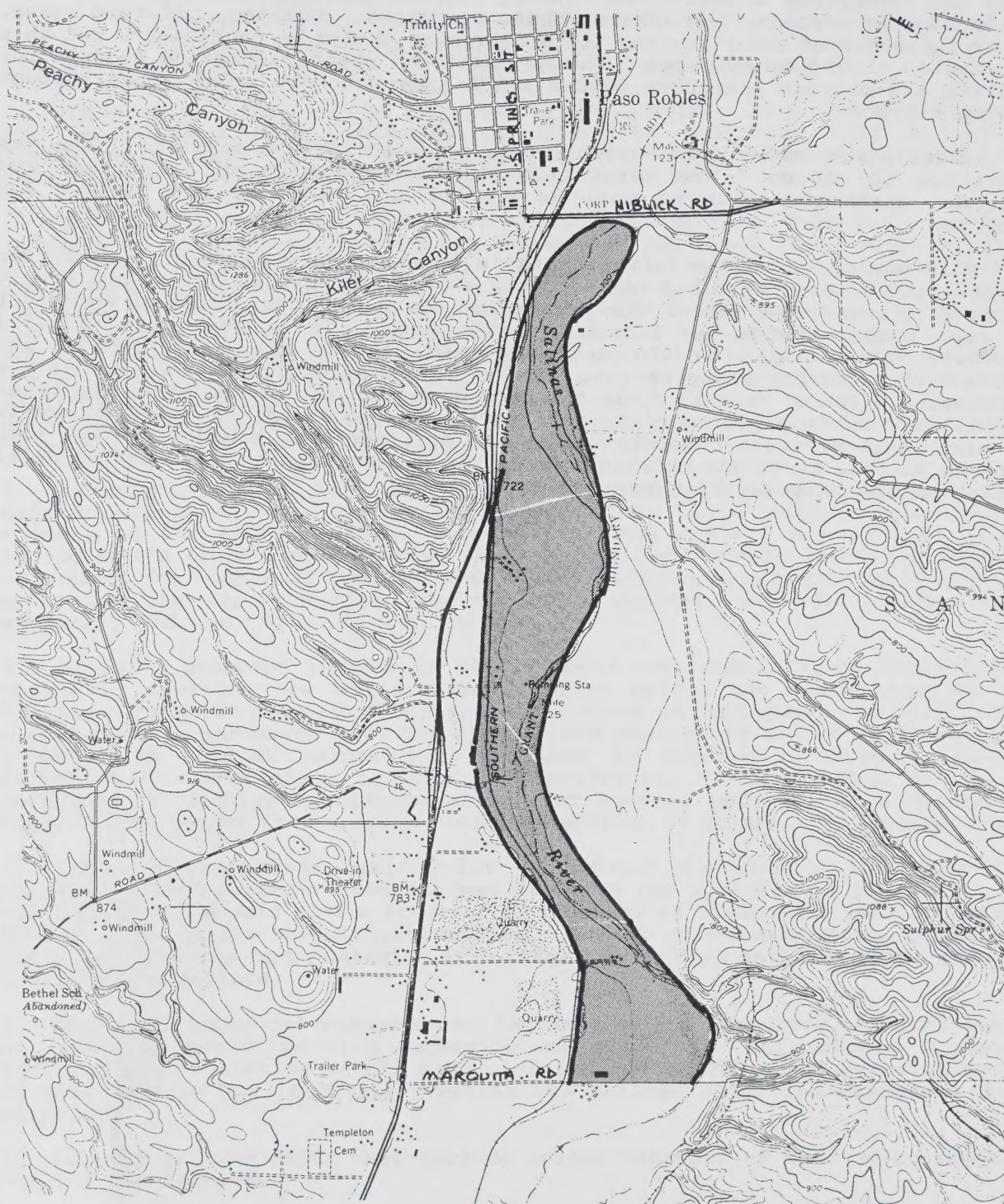
9. Require private lands that include unique habitats or species to maintain those unique features.

10. This mitigation measure provides further details to the City's proposal program for preservation of riparian vegetation and corridors. Restrict development and encroachment of development near the Salinas River and Huerhuero Creek and designate a buffer zone along the drainage channels (where still applicable) to preserve and enhance these resources. Dumping, off-road usage, and exploitation of the river and its buffer zone should be prohibited, and this prohibition should be enforced. The two drainage channels provide habitat for wildlife and provide corridors within which they can move undisturbed through developed areas.

11. Preserve the wetlands resources (ponds and associated creeks) and allow the vegetation to mature. The maturation of the vegetation will increase the wetlands' aesthetic value as well as enhance the value of the habitat for wildlife.

12. This measure provides further details to the City's proposed program for preservation of oak trees and oak woodland areas. The oak woodlands are mostly scattered tracts, some larger than others and some with connections to woodlands and open space outside the Planning Impact Area. To maintain the wildlife diversity associated with the oak woodlands, target the large tracts and contiguous tracts for preservation. Some of the best woodland areas are in the southwest portion of Subarea E, in the canyons of Subarea H, and along the banks and hill surrounding Huerhuero Creek. Additional woodlands of interest are in the many small drainage channels within the existing City boundaries that feed into the Salinas River and Huerhuero Creek and a large block in the east-central portion of the existing City boundaries.

FIGURE LU-5: MINERAL RESOURCES OF REGIONAL SIGNIFICANCE



Area with minerals of regional significance (MRZ-2)

Source: Division of Mines and Geology Special Report #162

TABLE LU-29: ENERGY CONSERVATION MEASURES

All measures listed are to be investigated and implemented as feasible.

RESIDENTIAL LAND USES:

1. Modify local regulations to eliminate barriers to conservation and solar energy use. (For example, in some cases, standard setback regulations inhibit the siting of buildings for passive solar energy use; in such cases, setback modifications may be allowed under Planned Development Overlay Zoning or its equivalent.)

2. Develop methods for resolving conflicts concerning acquisition and protection of solar access. (For example, inform developers and homeowners of the state Solar Rights Act and explore legal mechanisms to ensure that existing and potential solar collectors are not shaded by neighboring trees and structures.)

3. Develop an ordinance to perform energy audits and, if necessary, to retrofit existing dwellings with minimum energy conservation measures at point of resale. (For example, low-flow shower heads, weatherstripping, water heater insulation, and attic insulation could be required.)

4. Prohibit natural gas or electric pool heaters as the primary heat source in new pools or as replacements of existing pool heaters.

5. Require that a portion of the roof tops of new structures be oriented in a manner that preserves the option for homeowners to locate active thermal solar collectors and photo-voltaic cells in order to further reduce the use of nonrenewable energy sources in the future.

6. Require that solar or other renewable resources be provided for water heating in new construction where economically and physically feasible.

7. Require the summertime shading of streets and parking lots in a manner that provides solar access to roof tops and south walls of structures and allows winter heat gain onto sidewalks and other usable outdoor space.

8. Develop ordinances and other techniques to affect the retrofitting of all dwellings with basic conservation measures.

9. Require water heating by solar or other renewable energy sources in all dwellings.

COMMERCIAL AND INDUSTRIAL LAND USES:

1. Modify local regulations to eliminate barriers to conservation and solar energy use, e.g., standard setback regulations that inhibit siting of buildings with respect to passive solar energy use.
2. Develop methods for resolving conflicts concerning the acquisition and protection of solar access.
3. Develop an ordinance to preform energy audits and to retrofit existing structures with energy conservation measures at point of remodel and/or resale.
4. Require shading of parking lots and streets in a manner that provides solar access to roof tops and south walls of structures and allows winter heat gain onto sidewalks and other usable outdoor spaces.
5. Require that a portion of the roof tops of new structures be oriented in a manner that preserves the option for property owners to locate active thermal solar collectors and/or photovoltaic cells to further reduce the use of non-renewable energy in the future.

PUBLIC SERVICES AND UTILITIES:

1. Begin to implement all recommendations for the commercial/industrial sectors and transportation as organizational policy within government to provide a model for the private sector.
2. Develop and support the establishment of low cost financing programs to implement conservation actions.
3. Develop technical assistance and advisory services at the earliest project review state to expedite approval procedures for energy conservation actions in new development.

REDUCTION OF HAZARDS AND NUISANCES POLICIES AND PROGRAMS

POLICY HAZ-1: Arrange, develop, operate, and maintain land uses with the goal of protecting citizens and property from damage from flood, fire, earthquakes, land slides, and other geologic hazards, noise, odor, light and glare, and hazardous materials, use, storage and transport.

PROGRAM: Update the Safety Element of the General Plan, incorporating the hazard mitigation measures listed on Table LU-9.

PROGRAM: Update the Noise Element of the General Plan and incorporate the following noise mitigation measures:

- a. Where feasible, require installation of noise barriers along arterial rights-of-way. To be effective, such barriers should have a solid continuous surface without any holes; it should be relatively tall and land enough to shield, or hide, the entire roadway when viewed from the nearest side of development.
- b. To reduce noise from vehicular sources, wherever feasible, the City should improve road surfaces, reduce speed limits, prohibit large truck traffic, reduce traffic volumes and enforce regulations.
- c. Wherever feasible, maintain open space to provide attenuation zones between noise sources and receivers.
- d. Avoid locating residential development in areas impacted by aircraft operations; where residential development exists, densities should not be permitted to increase and aviation easements shall be required as a condition of any building permit for new or remodeled residential units.

PROGRAM: Use the full amount of discretion authorized in the Zoning Code and CEQA for setting conditions of approval for development applications and conditional use permits.

PROGRAM: The Flood Insurance Rate and Flood Boundary and Floodway Maps, dated September 16, 1981, prepared by the Federal Emergency Management Agency are adopted as the maps to identify the areas of the City subject to flooding. The City may require supplemental studies, with submittal of development applications, if more-detailed information is necessary to prevent exposure of buildings to flooding.

PROGRAM: Implement the City's Flood Damage Prevention Ordinance.

PROGRAM: Develop a program for mitigation of hazards associated with unreinforced masonry buildings.

PROGRAM: Restrict development from slopes of 35 percent or greater.

PROGRAM: Ensure that the Zoning Code requires conditional use permits for any use that may create a nuisance to surrounding land uses.

PROGRAM: Require on-site and street lighting to shield glare from residences, both adjacent to and distant from the light source.

PROGRAM: Implement the County Hazardous Waste Management Plan.

PROGRAM: Investigate and implement as feasible, those hazard mitigation measures contained within Table LU-30.

POLICY HAZ-2: *The level of property maintenance, including residential, commercial, industrial, and City land uses, reflects on community image. The City shall have an active program of consistent code compliance, including property maintenance standards that are designed to correct overcrowding, poor maintenance of landscaping and buildings, and other health, safety, and aesthetic concerns.*

PROGRAM: Implement the City's Property Maintenance Ordinance.

TABLE LU-30: HAZARD MITIGATION MEASURES

All measures listed are to be investigated and implemented as feasible.

HAZARDOUS WASTE:

1. Prior to siting industrial facilities, consult with the San Luis Obispo County Health Agency to ensure that the increased waste generation associated with the specific proposed industries would not require any additional hazardous waste transfer, storage or disposal facilities (TSD's) beyond the transfer station recommended in the County's Plan. If it is deemed that additional TSD's are required, the County's Hazardous Waste Management Plan may need to be revised accordingly.
2. In the event that the county's transfer station is located near the Paso Robles Airport, request the County to acquire the site and any necessary buffer zones, as well as contribute funds towards any improvements that may be required. For example, it may be necessary to increase the capacity of Highway 46 East and surrounding surface streets to accommodate traffic associated with use of the transfer station. Buffer zones may also be required in the vicinity of the transfer station unless it is surrounded by land uses in which population density is minimal (i.e., corporation yards, utilities, roads, etc.)
3. Update the City's Safety Element to incorporate criteria and land use controls for new industries that generate hazardous waste or handle hazardous substances. Any new industries located in the industrial areas should then comply with these controls and requirements as a condition for approval. These requirements should include implementation of procedures such as source reduction or onsite waste recycling or treatment to reduce the amount of hazardous waste disposed of off-site. New industries that handle significant amounts of hazardous materials should also evaluate the impact of releases of the hazardous materials used or stored onsite or any hazardous waste generated by the facility on off-site human populations. Significant amounts should be defined as those levels specified in AB 3777 requiring preparation of Risk Management Prevention Programs for industrial businesses handling defined thresholds of acutely hazardous materials.

GEOLOGY AND SOILS:

1. Evaluate soil conditions for liquefaction potential prior to new development.

2. Inspect all existing critical facilities (hospitals, fire, and police stations, etc.) for structural integrity and earthquake resistant capacities.

3. Adopt design criteria for construction in zones of high liquefaction potential and for construction of earthquake-resistant structures.

4. Require development in areas designated by the Soil Conservation Service as having high erosion potential to submit erosion and sedimentation control plans for review prior to approval. The subareas in which soil erosion potential would necessitate such plans include Subareas H and I. Soil complexes in these areas appear to exhibit moderate to high shrink-swell capability as well. Development on these soils would require excavation and replacement with more stable soils.

5. Require development in areas with landslide risk rating (see Figure IV.D-1; Plate I of the City's Seismic Safety Element) to submit geotechnical reports evaluating the potential for landslide and recommending measures to ensure the safety of future development. These reports shall be prepared by a certified engineering geologist. Affected areas include portions of PIA Subareas H and I, and western portion of Subarea E.

6. Revegetate disturbed or newly constructed slopes as soon as possible.

7. Limit grading to the dry months to minimize problems associated with sediment transport during construction.

PASO ROBLES GENERAL PLAN

CIRCULATION ELEMENT

CIRCULATION ELEMENT POLICIES AND PROGRAMS

Policy CE-1: Circulation Master Plan:

Develop and Maintain a Circulation Master Plan (CMP,) as part of the Circulation Element, that coordinates land use and circulation planning in order to accomplish the following objectives:

- a. Provide safe, efficient, and effective traffic flow, both within the City and between the City and its environs;
- b. Improve access to Downtown Paso Robles;
- c. Provide adequate access, including access for emergency vehicles and evacuation, to all parcels;
- d. Eliminate, via public works projects, existing major circulation problems on a prioritized basis;
- e. Reduce the rate of increase in vehicle miles traveled (VMT), which in turn, reduces air pollution and congestion and saves energy;
- f. Provide adequate bridge crossing for the Salinas River and Huerhuero and Dry Creeks;
- g. Provide safe paths for pedestrians and bicycles, particularly for school children;
- h. Encourage citizen participation in the traffic safety planning process;
- i. Require new development to mitigate its share of the circulation impacts it creates.

PROGRAM: Maintain the Citywide Traffic Model to forecast future travel and to project circulation improvement needs as the City and its surrounding area continues to grow.

PROGRAM: Implement the specific policy statements contained within the CMP of the Circulation Element.

PROGRAM: Use the full amount of discretion authorized in the Municipal Code and CEQA for setting conditions of approval of development applications to provide adequate access to all parcels and to make appropriate improvements to the transportation systems serving subject sites.

PROGRAM: Update the Zoning, Subdivision, and Street and Sidewalk Codes.

PROGRAM: Develop and implement circulation related Standard Conditions for Development Applications.

PROGRAM: Use the Capital Improvement Plan/Budget to prioritize and fund major improvements.

PROGRAM: Use the Redevelopment Plan to improve access to the downtown and to augment other funding resources for major transportation improvements serving the project area.

PROGRAM: Arrange land uses to reduce vehicle miles traveled (VMT) when developing specific plans and considering amendments to the Land Use Element Map.

PROGRAM: Develop and implement a Transportation Systems Management (TSM) Plan that will incorporate incentives and disincentives with components such as: parking management (to encourage vanpools and ridesharing); flexible and off set working hours; transit improvements; pedestrian and bikeway improvements; and public education in order to reduce congestion to level of service "C" or better and to reduce overall Vehicle Miles Traveled (VMT), including reduction of single occupant vehicle use, among residential, commercial, industrial/business, and institutional land uses.

The TSM Plan should investigate and implement as feasible, allowing reduction of off street parking space requirements for employers that provide their own transit (e.g. vanpools) or pay in lieu fee payments for public transit.

PROGRAM: Seek federal and state grants for transportation projects. Coordinate with SLOCOG and CalTrans to pursue funding for transit, bikeways, TSM programs and rail projects.

PROGRAM: Use development impact fees to fund transportation system improvements needed to serve new development. Such fees shall be updated as necessary to serve new development. Such fees shall be updated as necessary to conform to AB 1600 (to ensure that fees match the cost and benefit of improvements).

PROGRAM: Establish an in lieu fee for sidewalk waivers and partial street improvements required as a condition of building permit issuance.

PROGRAM: Install handicapped ramps on street corners.

PROGRAM: Seek School Districts' comments on development applications and sidewalk waiver requests.

PROGRAM: Encourage public comments in Transportation Planning via public hearings, forums, and committees as appropriate.

POLICY CE-2: Parking Facilities:

- a. Downtown Paso Robles: Provide parking facilities to serve the needs of Downtown Paso Robles.

- b. New Development: Require new development to provide adequate off street parking facilities in order to maintain safe and efficient traffic flow.
- c. Park and Ride Lots: Investigate and implement as feasible, development or provision of park and ride lots.

PROGRAM: Use the Redevelopment Plan to provide additional parking lots or structured parking.

PROGRAM: Ensure that the Zoning Code contains adequate requirements for off street parking.

POLICY CE-3: Airport:

Expand airport services to include commuter airline operations, air freight, and general aviation as transportation system components.

PROGRAM: Ensure that City policies for airport expansion are included in the Airport Master Plan Update.

PROGRAM: Pursue federal and state grants for airport improvement projects.

PROGRAM: Initiate a program to actively recruit appropriate air freight and commuter airline services.

PROGRAM: Improve ground access to the Airport in accordance with AB 2487 (1990; this bill requires regional transportation plans and circulation elements to address ground access to airports via any and all modes.) Initiate efforts to ensure adequate future bus service including an intermodal facility at the Airport as a long term objective.

POLICY CE-4: Transit:

- a. Senior and Handicapped Citizens: Provide adequate transit for seniors and the handicapped.
- b. Commuters: Provide for commuter facilities, such as park and ride lots and bus stops.
- c. Provide for public transit in proportion to need. Investigate and implement as feasible, extension of transit route to major employment centers such as the Airport. Develop an effective transit system that includes a Dial-a-Ride system, a fixed route system and integration with the regional system, including a transfer policy.
- d. Investigate and implement as feasible, provision of regional transit service to the Mid-State Fair.

PROGRAM: Continue to support the “Dial-a-Ride” and fixed route bus systems.

PROGRAM: Continue to provide medical transportation and escorted shopping for “At Risk” seniors.

PROGRAM: Investigate development of park and ride lots (in coordination with SLOCOG.)

PROGRAM: Support the operation of bus service via San Luis Obispo Regional Transit Authority (SLORTA) and investigate means to expand this service.

PROGRAM: Require new development to provide bus stops, shelters, and turn outs where appropriate. Coordinate with SLORTA for standards.

PROGRAM: Actively support use of the North County Transportation Center, linking rail, bus (both SLORTA and long distance carriers,) and other forms of transit (e.g. vanpools, park and ride lots.) Work with SLOCOG to secure funding for expansion of this project.

PROGRAM: Prepare a 5 year transit development plan for the Dial-a-Ride and fixed route systems.

POLICY CE-5: Federal, State, Regional, and County Transportation Planning:

- a. Coordinate City transportation planning efforts with those of federal, state, regional, and county agencies in a manner to balance those agencies’ transportation goals with the City’s transportation and land use goals.
- b. Continue to work with SLOCOG and CalTrans to improve safety on and access to Highways 46 and 101 within both the City and its environs.

PROGRAM: Coordinate with SLOCOG in the development of a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program (RTIP.)

PROGRAM: Continue to participate as a member of San Luis Obispo Area Coordinating Council (SLOCOG.)

PROGRAM: Encourage the County to require development applications within the URL/SOI to dedicate and improve streets to City standards and to provide other transportation improvements (e.g. bus stops, park and ride lots.)

PROGRAM: Coordinate with SLOCOG in the development of a regional traffic model and region wide congestion management program (as defined by AB 471, 1989) for 1-5 years.

PROGRAM: In coordination with SLOCOG and CalTrans, conduct Project Study Reports (as defined by AB 471, 1989) on all proposed State highway widenings, interchange and bridge projects.

PROGRAM: Preserve right of way and require construction in lieu fees and developer fees or region wide supplemental funding to construct proposed bridges and interchanges.

POLICY CE-6: Rail:

- a. Maintain adequate freight rail service to commercial and industrial properties located along the railroad right of way;
- b. Support expansion of Amtrak and commuter rail service to the City.

PROGRAM: Confer with the Southern Pacific Railroad to investigate various forms of rail service.

PROGRAM: Coordinate with SLOCOG regarding improvements to Amtrak and commuter rail service.

PROGRAM: Promote Amtrak bus feeder link, which provides connections to trains north and south of the City.

POLICY CE-7: Public Information:

Make information, such as traffic counts, Circulation Element, transit services, and City Standards available to the development community in order to facilitate industrial recruitment, regional commercial development, and revitalization of Downtown Paso Robles.

PROGRAM: Provide traffic counts, Circulation Element, other information to the public.

PROGRAM: Encourage promotional campaigns to inform the public on transportation issues affecting them, including press releases to appropriate media sources.

CIRCULATION MASTER PLAN (CMP)

In order to provide safe and efficient traffic flow, both within the City and between the City and its environs, a master system of different types of public streets and highways, including pedestrian and bikeway components, is needed to serve residential, commercial, industrial, and tourist needs.

This system is mapped on the Circulation Master Plan Map (Figure CE-1). Descriptions of the various types of streets and highways are contained on Table CE-1.

The approximate location of arterial streets is reflected in the CMP Map. Assignment of status of collector, local, industrial, rural, and hillside streets is determined at the time of approval of Specific Plans, subdivision maps (including parcel maps) and development plans.

The Circulation Element of the City of Paso Robles General Plan anticipates that as the City grows and expands its geographic boundaries, arterial and collector roads will need to be expanded and extended. New arterial and collector roads will also need to be planned for and constructed in concert with continued growth and development of the community.

The intent of the City's Circulation Element is to create a generalized "grid" pattern of arterial and collector roads that will not only maintain but even enhance vehicular access within the existing community and also within newly developing areas around the City.

The 2000 Circulation Element Map updates the previous map that was last updated in 1991. Figure CE-1 shows the Circulation Element Map that illustrates the update to the existing arterial and collector City street system and the theoretical pattern and approximate location for potential arterial and collector roads beyond current City boundaries. For the newly planned streets, the pattern and location of these roads is not precise and will warrant further study to confirm their appropriateness and feasibility.

To update the new Circulation Element Map, the City retained the services of OMNI-MEANS to create a new computerized Citywide Traffic Model and assist in the update process. The Citywide Traffic Model was, and will be an important transportation planning tool for it provides, with proper inputs, travel forecasts of development conditions over time through buildout of the current General Plan, which will be in approximately year 2025. Also with the traffic modeling tool, both alternative land use and circulation conditions can and have been tested to assist the City in determining the most appropriate land use plans and circulation systems for the City.

In conjunction with this and any update of the existing General Plan Land Use and Zoning, including new annexations to the City, it shall be the City Council's policy to more precisely designate the plan lines for future expansion, extension and creation of new arterial and collector roads within the planning area of the City of Paso Robles.

Circulation Element Update Evaluation

In updating the City's current Circulation Element, the City evaluated the development conditions and assumptions that lead to the last update to the Circulation Element in 1991. Based on their review of the past, the City officials and staff have projected anticipated growth, density and absorption assumptions (for incorporation into reasonable trip generation projections) for buildout of the City and surrounding area. Utilizing the traffic model, the resulting 2025 travel forecasts are shown in Figure CE - 2. These travel projections anticipate traffic volumes for each of the streets/corridors shown.

The traffic model development process as well as the initial data collection and assumptions that have been all a part of this Circulation Element update process are fully documented in a separate Technical Appendix report.

The following provides a brief summary of the findings, conclusions and recommendations of the Circulation Element update process. For a more detailed understanding of the technical work conducted, the Technical Appendix fully documents the following:

- Initial data collection, including traffic counts and land use data files
- Baseline assumptions, including trip generation, distribution, land use, growth
- Model development process, including calibration and validation process
- 2025, 2010 and 2005 travel forecasts
- Preliminary cost estimates
- Recommended circulation changes to the Circulation Element Map

DEFICIENT CIRCULATION CORRIDORS

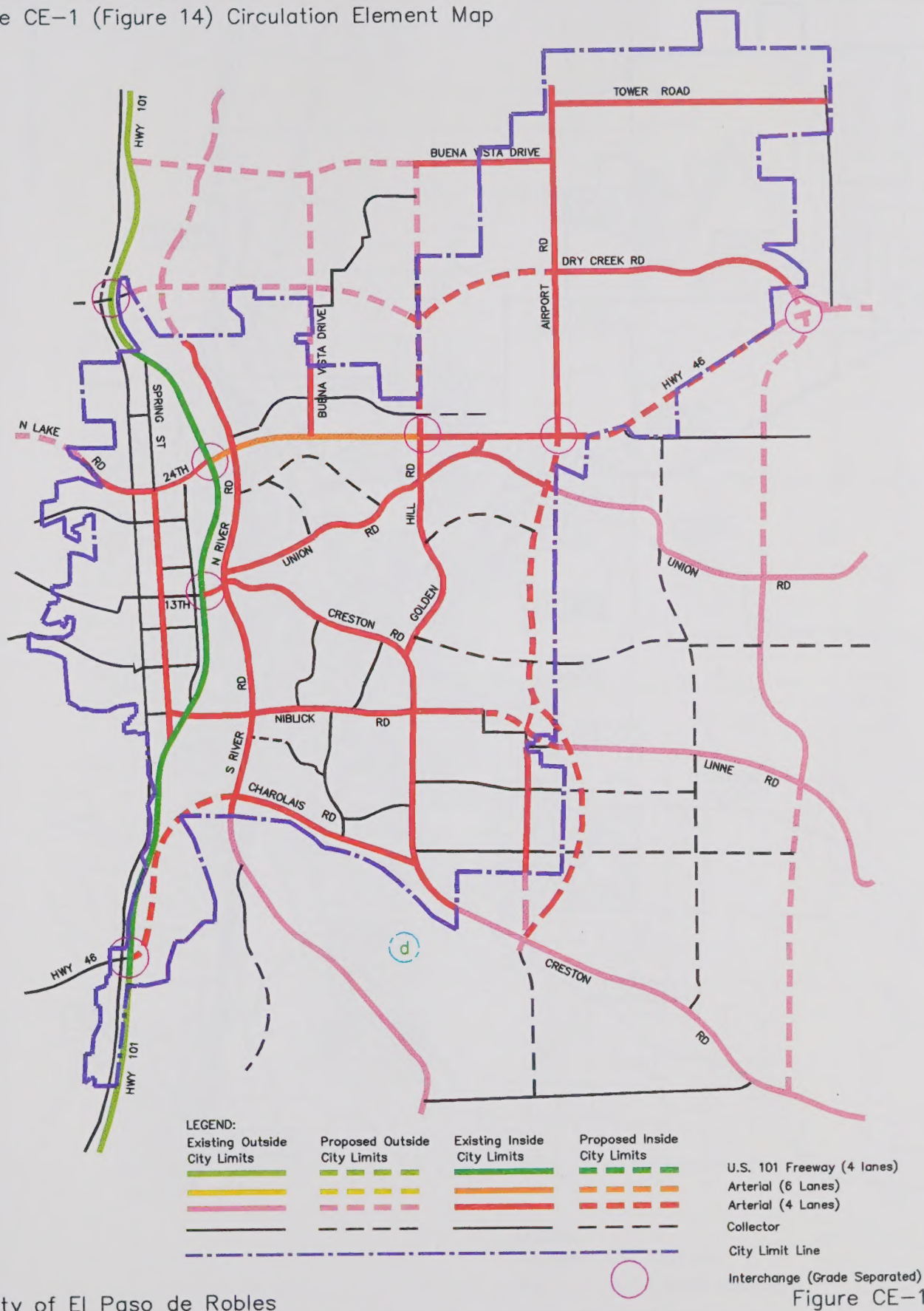
Using the 2025 travel forecasts, Levels of Service, based on thresholds in Table 1, have been identified for all major arterials and collectors within Paso Robles, as summarized in Table CE-2.

As shown on Figure CE - 3, circulation corridor improvements to both State Route 46 and the City street system will be required to obtain and then maintain acceptable Level of Service "C" travel conditions within and through the City of Paso Robles. The street corridors requiring circulation improvements between 2000 and 2025 include the following:

- State Route 46 from US 101 to Jardine Road
- Spring Street from 1st Street / Niblick Road to 26th Street
- 13th Street from Spring Street to US 101
- 13th Street / Creston Road from US 101 to Stoney Creek Drive
- Niblick Road from Spring Street to Creston Road
- 24th Street from Spring Street to US 101

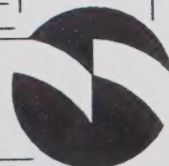
These circulation improvements will not be limited to street widening. Where applicable, other options are identified.

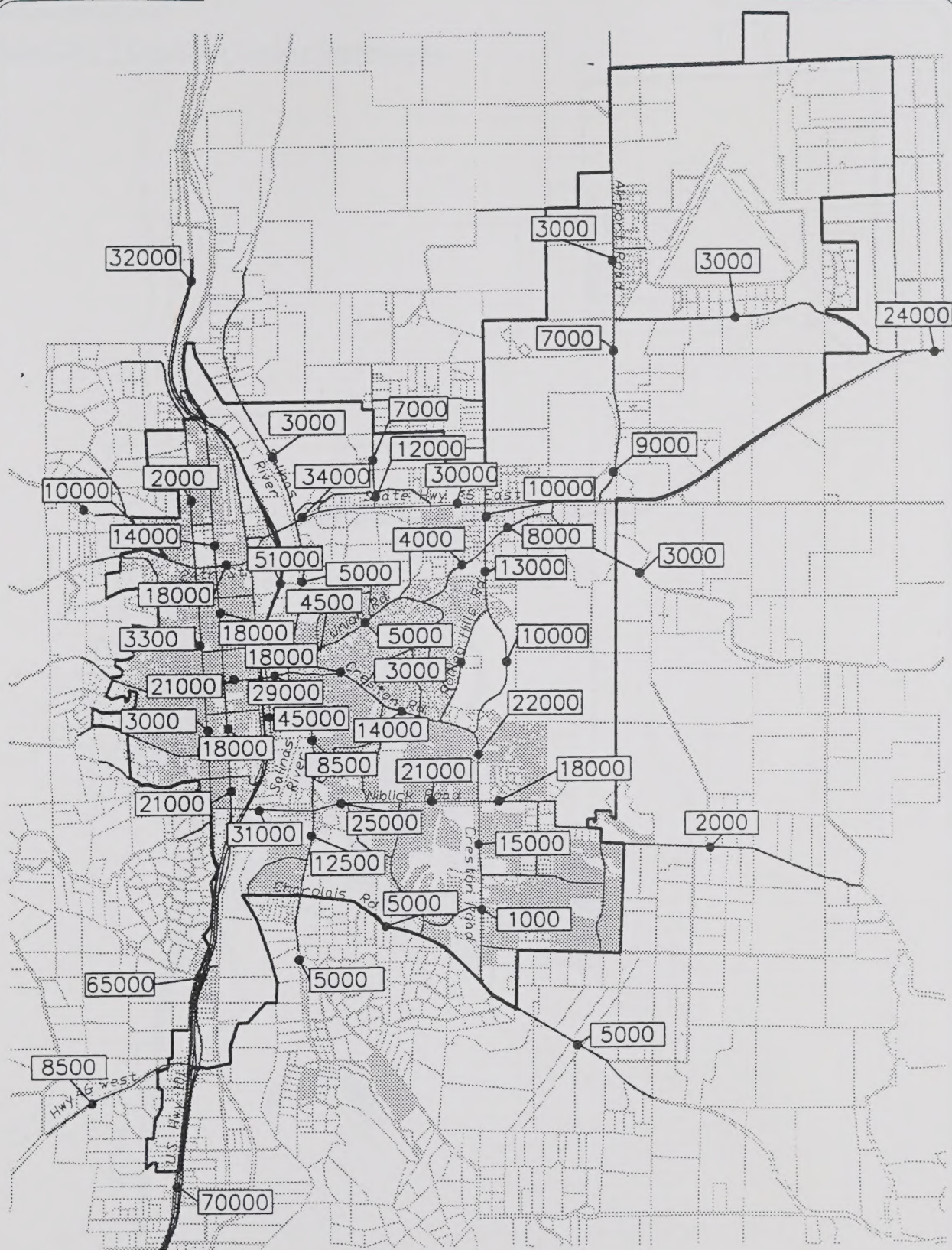
Figure CE-1 (Figure 14) Circulation Element Map



Circulation Element Map

As amended by Resolution NO. 02-50 on April 2nd, 2002





LEGEND

CITY LIMIT LINE

XX

MODEL DAILY FORECASTS

N.T.S.

FIGURE CE-2

City of Paso Robles Circulation Element Update

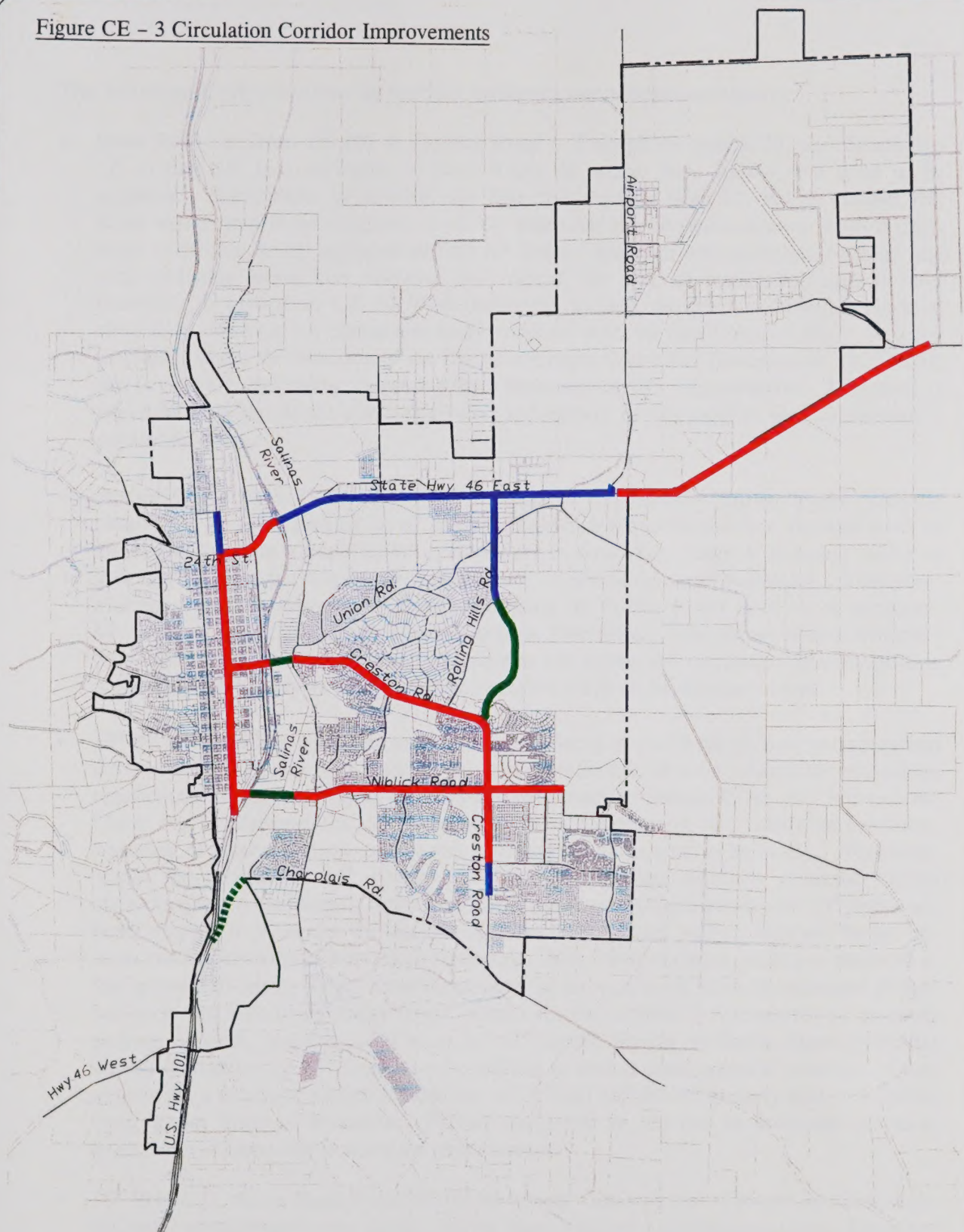
Year 2025 Daily Travel Projections

City of Paso Robles General Plan
Circulation Element

Page 9

337pol003.doc

Figure CE - 3 Circulation Corridor Improvements



LEGEND

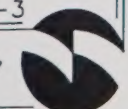
- CITY LIMIT LINE
- YEAR 2000-2005
- YEAR 2010
- YEAR 2025
- YEAR 2025 ALT 1

N.T.S.

Figure CE-3

City of Paso Robles Circulation Element Update

Year 2005, 2010 & 2025 Circulation Corridor Improvement Needs



The following briefly describes the corridor deficiency and potential mitigation.

- **State Route 46 from US 101 to Jardine Road** – Through the year 2025, the current two (2) to four (4) lane segments of State Route 46 within Paso Robles will need to be upgraded. Specifically, as feasible, the four lane segment from US 101 to Golden Hill Road would need to be expanded to six (6) lanes and the two lane segment from Airport Road to Jardine Road, upgraded to four (4) lanes. Although with sufficient right of way such widening seems cost effective and logical, the lack of interchange capacity and flexibility to expand at US 101/State Route 46 dictates the need to consider potential alternative solutions. A concurrent study, entitled, S.R. 46 East Corridor Study, is being performed under the direction of the San Luis Obispo Council of Governments (SLOCOG) that is currently evaluating alternative State Route 46 corridor improvements. This study is exploring both the future status (highway, expressway or freeway) as well as alternative parallel facilities.
- **Spring Street from 1st Street / Niblick Road to 26th Street** – Spring Street, with the removal of on-street parking, is of sufficient width to accommodate four through lanes of travel and left turn channelization. However, in downtown, there is a strong desire to maintain on-street parking for the convenience of patrons to local businesses. Therefore, alternatives to the removal of on-street parking on Spring Street need to be explored. Diversion of traffic to parallel streets, such as Pine Street, Vine Street and/or Riverside Drive, as well as creation of one-way couplets are among the circulation alternatives that will need further study to best meet the circulation needs of the downtown area.
- **13th Street from Spring Street to US 101** - 13th Street is one of the primary entrances into downtown Paso Robles from both US 101 and the east side of town. East/west cross town connections are limited due to the need to cross over the Salinas River, US 101 and the Union Pacific Railroad tracks. Because of these obstructions, new east/west crossings, widening of existing crossings or other potential solutions tend to be costly. Therefore, within the downtown, 13th Street serves as an important east/west collector facility connecting to Creston Road. From Railroad Street east, on-street parking on 13th Street has been removed to maximize the number of travel lanes. From west of Railroad Street, on-street parking remains to serve local businesses. Not unless on-street parking is removed in this segment to Spring Street could the number of through travel lanes be increased to four and meet the anticipated future travel demand in the corridor. Alternatives to on-street parking removal, however, also exist for 13th Street. Similar to Spring Street, potential diversion concepts for 13th Street may be utilized as well as other potential concepts. Other options for a diversion pattern include use of 10th and 16th Streets to carry east-west traffic from Spring Street to Riverside. Further study will be required to determine the most appropriate solution and location for improvements.
- **13th Street / Creston Road from US 101 to Stoney Creek Drive** – Creston Road currently maintains predominately two through travel lanes with left turn channelization. There are however, significant segments of the roadway that have already been improved to four through travel lanes. On the western segments of Creston Road, which tends to be the older areas of Paso Robles, right of way is limited for improvements beyond the current two lanes and turn channelization. These western segments of the corridor are currently congested during peak hours and will further degrade in the future without near-term improvements. In 1994, a Plan Line for the future widening of 13th Street/ Creston Road

from Spring Street to Niblick Road was created. Future widening of this roadway should be consistent with this overall plan.

The City has already recognized this deficiency and is taking steps necessary to correct the problem. Caltrans' Project Study Report and Plans, Specifications and Estimates are being completed that will start to correct the current problem location. As a part of the improvement plans, the bridges over the Salinas River and US 101 will be widened to four travel lanes with turn channelization. Additionally, the approaches to Creston Road from North River Road and South River Road as well as Union Road have also been designed to be widened with additional travel lanes and turn channelization. Although this modification will be a significant improvement to current travel flow conditions, Creston Road will ultimately need to be widened to six lanes by 2025, over the Salinas River and US 101, unless other alternatives, such as a new river crossing at Charolais Road, are provided.

- **Niblick Road from Spring Street to Creston Road** – Right of way exists for at least a full four lane facility with turn channelization the entire length of Niblick Road. The bridge over the Salinas River and US 101, in 2000, is near completion to four travel lanes. Four travel lanes with turn channelization have been improved at all major intersections. Segments of Niblick Road, however, still remain as two through travel lanes, specifically where they front single family homes. Adequate capacity appears to be available with this current lane configuration and may not necessarily need to be changed even with increased traffic volumes in the future. It is therefore suggested that Niblick Road from Melody Drive west to South River Road be restriped for continuous 4 lanes of travel with turn channelization at intersections. In order to facilitate ingress and egress from residences fronting on Niblick Road, from Melody Drive east to Creston Road it is suggested to retain 2 lanes with turn channelization at intersections until traffic congestion increases to unacceptable levels.

In contrast, the Niblick bridge capacity is projected to be a continuing constraint. Even with the bridge widening on Niblick Road, sufficient capacity may not be available to accommodate 2025 east/west travel demand over the Salinas River to and across US 101. This lack of capacity will not only exist at the Niblick Road crossing but Creston Road as well. Either potential further widening of both these bridges to six (6) lanes may be necessary or a new bridge crossing, such as at Charolais Road, may be required to provide sufficient east-west corridor capacity for the projected Paso Robles community.

- **24th Street from Spring Street to US 101** - This segment of 24th Street is an important east/west connection to downtown Paso Robles from US 101 and includes the only grade separated crossing of the Union Pacific Railroad tracks within the downtown area. Highway related commercial development lines much of 24th Street as it is adjacent to the intersection of US 101 and State Route 46. Limited right of way, particularly at the railroad overcrossing will limit the ability to widen this street and provide the capacity needed to serve anticipated growth in the area. Some diversion of traffic to Riverside Avenue could reduce the travel demand on this roadway, however, further improvements to this street will be likely necessary. An engineering study was conducted in 1997 to determine feasibility and preliminary cost for the widening of this roadway/railroad grade separation.

BALANCE OF CIRCULATION ELEMENT MAP

In addition to the transportation corridors identified in the previous section that were in need of improvement to meet existing and future 2025 travel demand requirements, the balance of the circulation corridors identified in the Circulation Element Map were also reviewed.

The 1991 Circulation Element Map was designed to assure the City that as it grew adequate transportation corridors would be reserved to minimize the potential for traffic congestion and provide for efficient circulation. The planning area of the Circulation Element Map extended well beyond the current City limits and contemplated the potential for significant urban growth.

A decade later, some of the improvements planned may not be necessary and should be removed from the plan map. Additionally, some of the circulation corridors warrant discussion as to their overall purpose and whether their facility classification should be altered.

The following is a brief description of the other major changes to the Circulation Element Map.

- **Parkway Loop Road** - The 1991 Circulation Element of the City's General Plan projected the need for an arterial road connection from the intersection of Highway 46 East / Airport Road to the intersection of Highway 46 West / Highway 101. In various City documents this arterial road has been referred to as the "Parkway Loop Road". In the General Plan EIR, this same road is referred to as "a parallel Airport Road extension" and a "parkway belt loop".

The General Plan EIR (page IV.C-25) cites the importance of the parkway belt loop in terms of the magnitude of the industrial / business park area in the vicinity of the Airport, and the residential development in the southeast part of Paso Robles.

In the decade since the Circulation Element was formulated, a number of circumstances have changed lessening not only the Parkway Loop Road's need but also its feasibility. Described in the Technical Appendix are the reasons for the removal of further planning of a Parkway Loop Road.

- **Union Road** - Within the current Circulation Element Map, Union Road, from State Route 46 to North River Road, is planned to be a 4 lane arterial. This street does and will continue to provide important east-west circulation for the City. However, due to its proximity to State Route 46, the potential to divert a significant amount of traffic from State Route 46 to this street is high. This potential reality was evident in testing alternative circulation improvements within the Citywide traffic model. Although there is sufficient right of way for widening Union Road to 4 lanes, the greater diversion of traffic from State Route 46 would create a significant traffic congestion problem in the vicinity of the Creston Road and 13th Street corridor. Specifically, both bridge crossings of the Salinas River and US 101 have congestion as well as at the River Road/Creston Road, 13th/Paso Robles Street and 13th Street/Riverside Avenue intersections. Additionally, the Union Road/North River Road intersection is congested as well. Maintaining the current two (2) lane configuration for Union Road will help avoid unacceptable congestion at the 13th Street Bridge.

- **River Road** – River Road is an important north-south local circulation route paralleling US 101 to the east. The purpose of this route is not to create a major 4 lane arterial alternative to US 101, but to provide for local circulation. The current facility is not consistently constructed to City standards. Due to the proximity of the Salinas River and an adjacent bluff, widening of this street could be costly. Upon review of the 2025 traffic projections, River Road will not need to be widened to 4 lanes over its entire length. It is therefore suggested that only the segment of South River Road from Navajo Avenue to Charolais Road be widened to 4 lanes. The balance of the street, from Navajo to the northerly City Limits, should be improved as a two-lane collector.
- **Charolais Road** - Charolais Road, from South River Road to Creston Road has a 100 foot right of way. Depending on future growth both within and outside of the City along Creston Road to the southeast, widening of Charolais Road from its 2 lane configuration to 4 lanes may or may not ever be necessary. Another factor in whether this street would eventually be required to be widened would be dependent on whether a new bridge crossing over the Salinas River would ever be built that connected to Charolais Road. Through the year 2025, however, based on present plans, Charolais Road should be able to remain a 2 lane facility.
- **Charolais Road Bridge** - A Project Study Report (PSR,) which is a Caltrans conceptual transportation planning document, is in the process of being prepared that will consider an additional bridge crossing of the Salinas River at Charolais Road. Right of way from South River Road, where Charolais Road currently terminates has already been acquired by the City for the future improvement. With this additional bridge crossing, sufficient east/west capacity should be available to adequately meet the projected travel demand generated by the current General Plan Land Use Element, relieving pressure on both the 13th Street and Niblick bridges and avoiding a 6-lane configuration at those locations.
- **Other Streets and County Roads** – In addition to the network of planned streets to support City planned development through the year 2025, the 1991 General Plan identified a network of arterial and collector streets of anticipated potential growth and development outside the City limits but within the City's Planning Impact Area.

Additionally, the following refinements to the 1991 Circulation Element are recommended in conjunction with the 2000 update:

- a. Eliminate north-south arterial on east side of airport.
- b. Eliminate connecting roads north of Highway 46 east in the vicinity of Golden Hill and Buena Vista.
- c. Eliminate eastward extension of Union Road north of existing alignment.
- d. Eliminate collector road through Serenade tract.
- e. Eliminate Charolais Road connection to Highway 101 south of Spring Street.
- f. Eliminate an interchange with Highway 101 at 6th Street.

OTHER CIRCULATION DEFICIENCIES TO BE ADDRESSED VIA PUBLIC WORKS PROJECTS

These additional projects listed below have been identified as necessary to correct existing and projected circulation deficiencies and achieve the City's General Plan goals and policies. This list does not indicate priorities and may not include all necessary projects; the City should establish and continually evaluate their priorities.

Methods for funding these projects include, but are not limited to: Capital Improvement Plan/Budget, Redevelopment Plan/Budget, Gas Tax Funds, Development Impact Fees, and special grants.

- Central Business District access improvements, including new on/off ramps to Highway 101 at appropriate locations.
- Improvements to traffic flow in the Central Business District;
- 24th Street – Lake Nacimiento Road widening and improvement;
- River Road Corridor widening and improvement;
- Theatre Drive area circulation plan;
- Bridges over the Salinas River (including Highway 101 and the SPRR tracks) and Huerheuro Creek;
- Interchange at Highway 46 East and Golden Hill Road;
- Interchange at Highway 46 East and Airport Road;

LEVEL OF SERVICE “D” ALTERNATIVE

As an alternative to reduce the costs associated with achieving and maintaining a Level of Service “C” Standard throughout the City, an alternative policy to achieve and maintain Level of Service “D” could be adopted. If the City's General Plan were to adopt level-of-service “D” as their threshold standard, for the following City facilities the timing of needed improvements will change.

- The 13th Street/Creston Road segment between Riverside Avenue and South River Road is currently operating at LOS “D” conditions. Improvement to these segments will not be needed until year 2005 if LOS “D” were to be accepted as the minimum standard.
- The Spring Street segment between 1st Street and 24th Street is currently operating at LOS “D” conditions. Improvement to these segments will not be needed through year 2005 if LOS “D” were to be accepted as the minimum standard.

- The Creston Road segment between South River Road and Golden Hill Road is projected to operate at LOS “D” conditions through year 2010. Improvement to these segments will not be needed through year 2025 if LOS “D” were to be accepted as the minimum standard.
- The Creston Road segment between Niblick Road and Charolais Road is projected to operate at LOS “D” conditions through year 2025. Improvement to this segment will not be needed through buildout if LOS “D” were to be accepted as the minimum standard.

In summary, the adoption of LOS “D” as the minimum LOS standard for the City, will mainly relax or postpone the projected timing for the different improvements, without completely eliminating the need for those improvements. The only exception to this conclusion appears to be the segment of Creston Road between Niblick Road and Charolais Road, which is projected to operate at LOS “D” through the buildout of the City’s General Plan. Interestingly, portions of this segment of Creston Road have already been improved to four travel lanes with turn channelizations.

CIRCULATION ELEMENT STANDARDS AND DEVELOPMENT POLICIES

Standards and Specifications:

The City maintains standards and specifications for the dedication (right of way width) and improvement of City streets. These standards are adopted by the City Council. Table CE-1 describes the various types of streets and highways within the City.

Plan Lines:

Plan lines should be established wherever the right of way is to be off set in such a manner that future dedications will not be equal on both sides of the existing centerline of a street or for entirely new routes. Such off sets may be necessary in order to provide the necessary street width given constraints on development on one side of the street.

Private Streets:

Private streets are those which are not owned or maintained by the City. Private streets that were not developed to City standards and specifications should not be accepted by the City for ownership and maintenance unless they are brought up to meet its standards and specifications.

The City should discourage private streets where future growth patterns could call for full City standard streets. Appropriate applications for private streets include development in multifamily residential projects (including apartments and condominiums) where traffic would be limited to internal circulation needs.

As a prerequisite to the approval of the use of private streets, development projects must demonstrate that they will provide equivalent traffic carrying capacity, off street parking to replace any "lost" on street parking, paved pedestrian walks, and utility easement space.

Level of Service Standards:

The City uses Levels of Service to describe the ability of a street or intersection to move traffic. There are six levels ranging from "A" (free flow) to "F" (very congested.) A more detailed description of these levels is shown on Table CE-2.

The City considers level "C" to be acceptable for average daily traffic, including peak hour traffic and levels "D", "E", and "F" as indicating a need for actions to reduce impacts.

Traffic Signals:

The City uses a warrant system to set priorities for installing traffic signals at intersections. The purpose of the warrants is to provide a rational basis for identifying the intersections with the greatest need to be signalized.

The City will establish development impact fees in order for new development to pay for its share of the need for new signals.

Bridges:

The Circulation Master Plan Map identifies all proposed bridge crossings of the Salinas River and Huerhuero Creek. The City should perform a study to determine the priority order in which each bridge crossing should be constructed and periodically reevaluate the need for the identified crossings plus other bridge crossings. The City should also conduct "Project Study Reports" (as defined by AB 471, 1989) on each bridge project in order to be eligible to receive State Transportation Highway funds.

The City will establish development fees in order for new development to pay for its share of the need for new bridges.

Cul De Sac Street Lengths:

The City may establish standards to limit the length of cul de sac streets in order to attain the following objectives:

- To keep emergency vehicle response times to a minimum;
- To reduce the potential for traffic congestion in a cul de sac if it needs to be evacuated in an emergency.

Sidewalks:

Sidewalks should be required to be constructed on all public streets; walkways may be required on one side only or may not be required on hillside, rural, and designated industrial streets.

The City Council may approve a waiver of the requirement to construct sidewalks where topographic constraints make development of sidewalks infeasible. However, the City may establish an in lieu fee as a condition of granting a waiver, so that sidewalks might be constructed in areas that have none.

Safe Visibility:

To ensure that safe visibility is provided, the City should employ a variety of codes and standards such as:

- Sign regulations, as part of the Zoning code, that reduce visual distraction;
- Wall, Fence and vegetation height and setback regulations along street frontages, as part of the Zoning Code, that maintain safe sight distances;
- Vertical curve standards, as part of the Street Improvement Standards, that eliminate blind spots.

Railroad Crossings:

The City should coordinate with SLOCOG to secure funding to improve the railroad crossing at 13th Street.

There are two private railroad crossings within the current City limits (east of Ramada Drive) and several more within the general plan study area. The City should take the following actions in regards to properties that are accessed via private railroad crossings:

1. Limit land uses to those which generate very little traffic;
2. Require the property owners to obtain permission from the Southern Pacific Railroad for any land uses that are accessed via private railroad crossings;
3. Require property owners or land users to hold the City harmless from any claims resulting from accidents occurring within the railroad right of way, related to persons or vehicles injured while accessing the property served by a private railroad crossing.

Bike Lanes and Related Facilities:

In order to encourage bicycle travel as a means of reducing Vehicle Miles Traveled (VMT), the City has established a system of bike lanes via adoption of a Bikeways Plan (November, 1993.)

The Bikeways Plan should be updated, as necessary to provide safe bike paths for school children at new schools, as they are built.

To further encourage use of bicycle travel, the City should take steps to require the provision of secure bicycle storage facilities and to provide Summertime shading of bicycle routes.

The City should investigate and implement if feasible, obtaining rights of way adjacent to the railroad to construct a bikeway to connect the City with other County communities along this line.

Industrial Park Traffic:

The City should encourage industries to use flexible time, or other traffic management strategies, to reduce traffic congestion at peak hours.

Midstate Fair:

The City should continue to coordinate with the Mid-State Fair, Highway Patrol, and private property owners to provide safe, efficient, and effective traffic flow and parking during the Mid-State Fair in August and during other major special events conducted at the fairgrounds.

The City should expand efforts to secure regional bus service from Southern communities in the County to the Mid-State Fair.

Emergency Evacuation Routes:

The City should continue to coordinate with the County, Highway Patrol, and other agencies to provide effective emergency evacuation routes for local, Countywide, and Statewide emergencies.

Development Policies:

As conditions of approval of Subdivision (Tract and Parcel Maps) and Development Plans (Planned Developments, Conditional Use Permits, and as applicable, Building Permits,) developers should be responsible for the following:

1. Dedication to provide a minimum of one half of the right of way of adjacent streets, as indicated by the CMP unless a precise plan line showing off set dedications has been adopted.
2. Improvement of any and all streets and alleys that border development sites, to the centerline or beyond if necessary to provide safe access in the judgment of the City Engineer. If a street or alley bordering a development site is unimproved or in poor condition, developers should also be required to pave a travel lane beyond the centerline. Medians should also be installed in accordance with the direction of the City Engineer.
3. Improvement of all interior and adjacent streets and alleys to City standards and specifications.
4. Provision of adequate access to all parcels, whether existing, proposed, or potential (from future subdivision); this may entail planning street extensions beyond the boundaries of a project.
5. Provision of adequate access for emergency vehicles and for emergency evacuation for each development phase.
6. Design of local streets and access to parcels in such a manner as to minimize impacts to safe and efficient traffic flow.
7. Reduction of the intensity of development below the maximum permitted by zoning, or phasing the development if the traffic generated by a development project will exceed either the short term or long term capacity of the traffic circulation system.
8. Design of streets to minimize grading.
9. Provision of off site improvements where necessary to mitigate traffic impacts that may be created by a development project.
10. Unless explicitly provided for by Planning Commission or City Council action, construction of required street improvements within the following time frames:

- a. Prior to occupancy of new construction except where approved by the City Engineer and where an appropriate security is provided;
 - b. Within one year of occupancy of a new use of an existing building or facility where street improvements are required as a condition of building permit issuance or of conditional use permit approval for public safety purposes and provided that a bond or other form of security is deposited with the City.
11. Provision of shared driveways and parking lots where necessary to reduce the number of driveways into a street in order to reduce potential traffic conflicts.
 12. Limit or restrict access on all arterials.
 13. Payment of any traffic mitigation fees that have been developed consistent with the requirements of AB 1600 and adopted by the City Council.

Technical Appendices:

The following circulation/transportation related documents are contained within the technical appendices on file with the City of Paso Robles:

1. Environmental Impact Report for the General Plan Update
2. Mitigated Negative Declaration for the 2000 Circulation Element Update
3. City Standards and Specifications
4. 2000 Circulation Element Update and Traffic Model Development Technical Appendix.

TABLE CE-1: STREET SYSTEM*

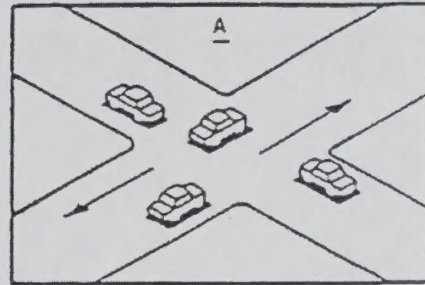
CITY STREET/ TYPE	PURPOSE	IDEAL DESIGN SPEED	NUMBER OF TRAVEL LANES	LIMITS ON DIRECT ACCESS TO THE STREET	NOTES
Arterials	Through circulation within the City and between the City and its environs.	45 mph	4 – 6	Access is limited, wherever possible, to intersecting streets. On street parking should be limited.	Optimum spacing is ½ mile in urban areas and 1 mile in rural areas.
Collectors	Convey traffic from local streets to arterials, interneighborhood circulation.	35 mph	2 – 4	Access is limited, wherever possible, to intersecting streets.	Optimum spacing is ¼ mile in urban areas and ½ mile in rural areas.
Local Streets	Access to all residential and commercial parcels.	25 mph	2	No access limits	Not shown on the CMP map.
Industrial Streets	Access to all industrial parcels.	25 mph	2	Access limits as determined by the City Engineer	Not shown on the CMP map.
Hillside Streets	Access to single family residential parcels on slopes of 15% or greater.	25 mph	2	No access limits	Not shown on the CMP map.
Rural Streets	Access to single family residential parcels that are ½ acre or larger in size.	25 mph	2	No access limits	Not shown on the CMP map.

* For specific cross sections and details of each type of street, please see "Standard Details and Specifications of the City of El Paso De Robles.

TABLE CE- 2: LEVEL OF SERVICE CONCEPT

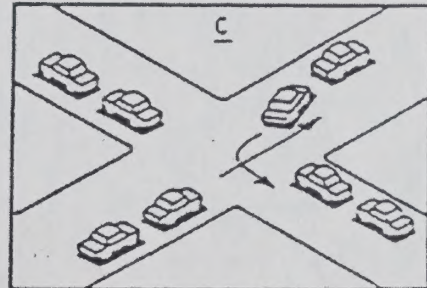
Level of Service A

1. Free flow conditions
2. Individual users are virtually unaffected by the presence of others in the traffic stream



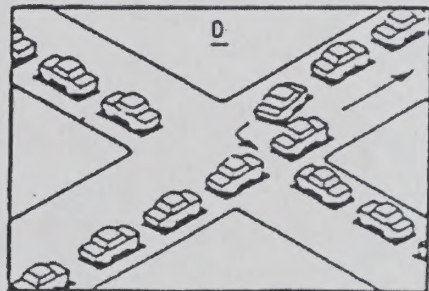
Level of Service B

1. Stable traffic flow
2. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver



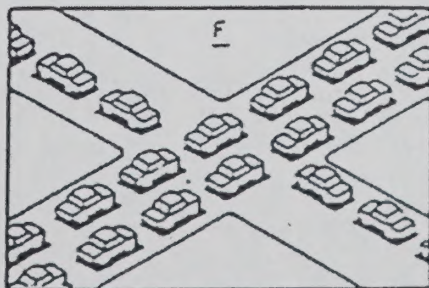
Level of Service C

1. Stable and acceptable flow but speed and maneuverability somewhat restricted due to higher volumes
2. Operation of individual users becomes significantly affected by the presence of others



Level of Service D

1. High density but stable flow
2. Driver experiences a generally poor level of comfort and convenience
3. Small increases in traffic flow will cause operational problems
4. Maneuverability restricted



Level of Service E

1. Speeds reduced to low, but relatively uniform value
2. Freedom to maneuver is extremely difficult, frustration is high
3. Volume at or near capacity
4. Unstable flow

Level of Service F

1. Forced or breakdown flow conditions
2. Stoppage for long periods due to congestion
3. Volumes drop to zero in extreme cases

LAND USE AND CIRCULATION ELEMENTS
CITY OF EL PASO DE ROBLES
GENERAL PLAN



LAND USE ELEMENT - AUGUST, 1991

CIRCULATION ELEMENT
OCTOBER, 2000

